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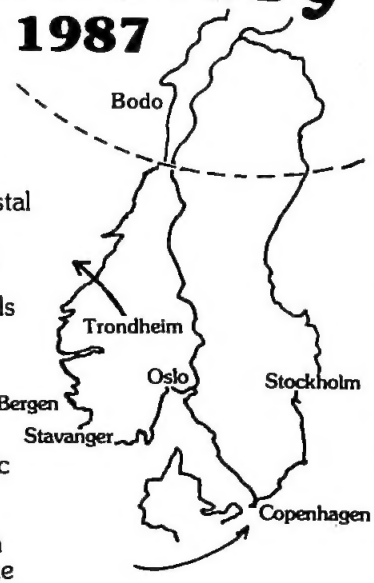

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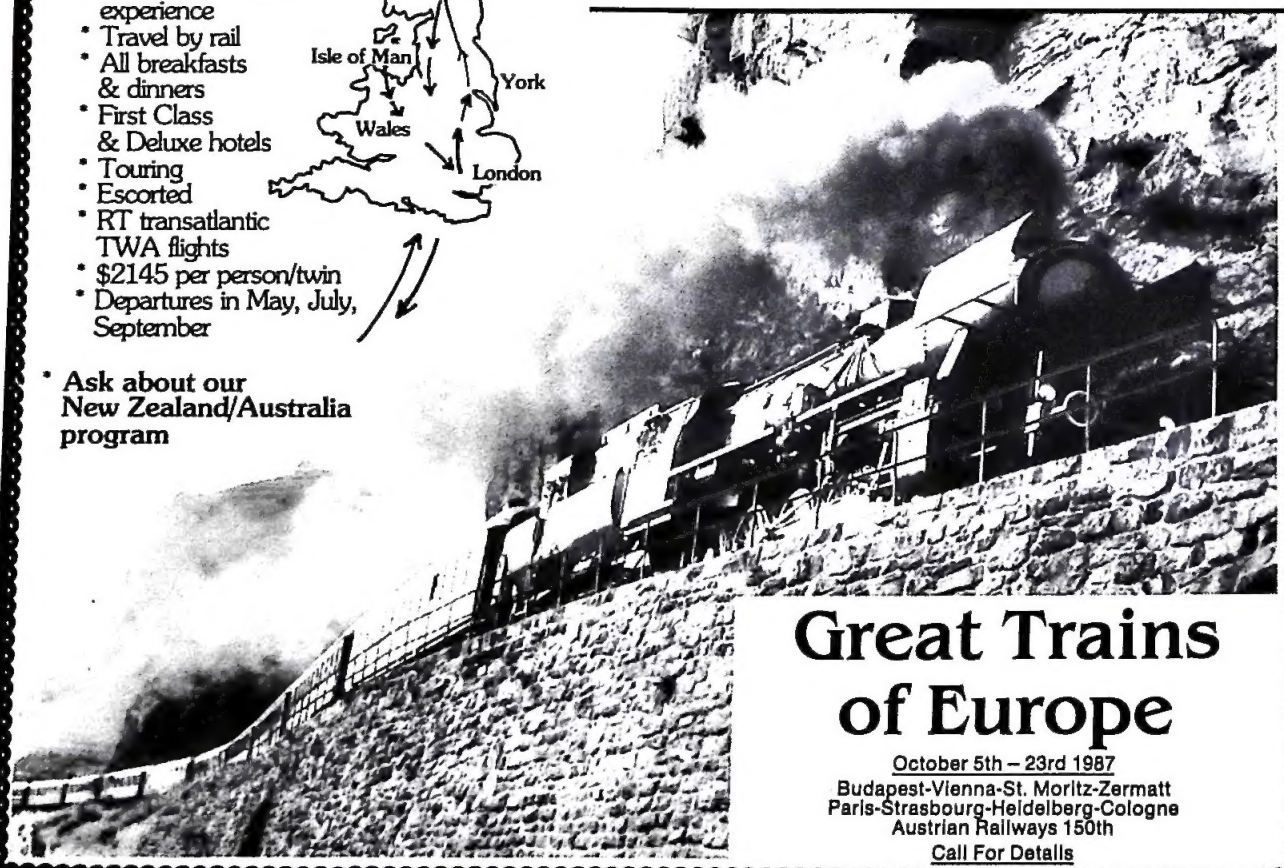

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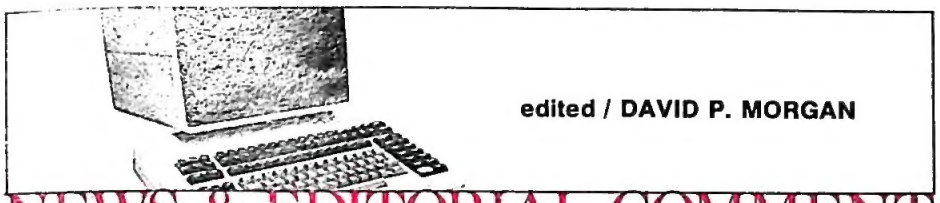

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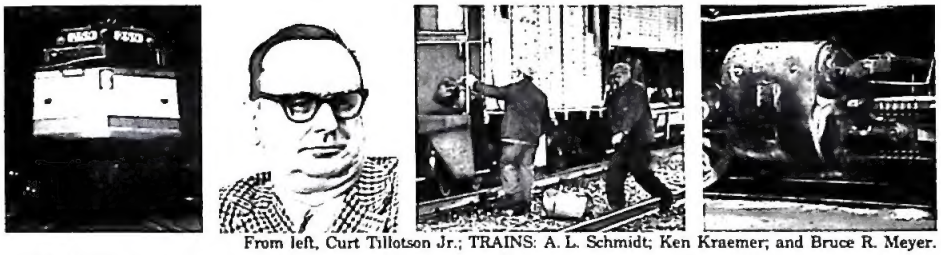
NEWS & EDITORIAL COMMENT

AMTRAK, JOHN, LABOR, 2-8 + 8-2



From left, Curt Tillotson Jr.; TRAINS: A. L. Schmidt; Ken Kraemer; and Bruce R. Meyer.

CAMEOS of subjects which aroused the emotions of a generation of TRAINS readers.

I ANY publication worth its price has upon occasion taken an editorial stance at variance with the opinion of an identifiable number of its readers. TRAINS is no exception. On the occasion of my retirement, I'd like to discuss four such positions which occurred during my tenure at 1027 N. 7th Street.

• AMTRAK: In its formative years, this magazine took a back seat to no one in its espousal of the passenger train. We were the ipso facto National Association of Railroad Passengers of the 1950's, taking up arms with the good guys (Budd Company, Atlantic Coast Line, Burlington, Great Northern, Santa Fe, et al) against the bad guys (New York Central, Pennsylvania, Southern Pacific), denouncing the infamous Interstate Commerce Commission formula of passenger costs allocation and Post Office allocation of first-class mail to the airlines, and looking for, and finding solace in, hardware from Aerotrain to RDC to Slumbercoach. As the decade ended, a reader challenged our position, arguing that passenger losses were real, spiraling, and capable of bankrupting the industry. At his instigation, I spent a week in Manhattan in the only passenger research office maintained by any railroad (NYC) and in consequence devoted an entire issue (April 1959) to answering the question "Who Shot the Passenger Train?" Conclusion: the passenger train was suffering from 27 cancers; if 14 could be cured it had a 50:50 chance. Meanwhile, its losses could indeed lead to nationalization, an unacceptable price. Amtrak shifted that burden from private enterprise to Government in 1971. Thereafter, TRAINS assumed a neutral position in the belief that the reader would have to decide whether the service was worth his tax dollars. We reported; we did not editorialize. Through it all, we remained on speaking terms with Messrs. Haswell, Reistrup, Claytor, Capon, Dubin, Selden, et al, if only because our sincerity if not our wisdom was unquestioned. P.S.: the freight railroad industry, read AAR, neither asked for nor endorsed our position.

• JOHN G. KNEILING: When a reader sent us a speech by a professional engineer advocating a bulk-commodity integral train that could, he said, neutralize pipeline and waterway competition, we were elated. We interviewed John G. Kneiling for a lead editorial [page 3, March 1965 TRAINS], thereafter signed him for a "Professional Iconoclast" column that ran 20 years. He also contributed numerous feature articles. Bombastic, opinionated, self-righteous, sarcastic, inflammatory? Yes, those charges against him were not without validity. Prophetic? Yes. Anyone familiar with the works of Kneiling can cite chapter and verse in which he correctly diagnosed the industry's ills and forecast the reforms belatedly (if at all) introduced to cure them. Three observations: (1) I'd hire Kneiling again, only sooner; (2) I am beholden to Kalmbach Publishing Co. for its support during the stormy early years of the relationship; and (3) a thin majority of the readership came to comprehend and support what we were about, which was to perpetuate railroading.

• LABOR: This magazine has been perceived as anti-labor, which is troubling because TRAINS values its circulation amongst unionized railroaders and is obligated to their hosting cab and caboose rides, visits to dispatcher desks, interlocking plants, shops, engine terminals, section gangs, et al. Moreover, our pages have been brightened by the bylines of working rails who recalled and explained their work for our largely layman audience. Nevertheless, there came a time—and the time was 1957 when Canadian Pacific decided that diesels didn't need firemen, and again in 1963 when Florida East Coast withdrew from national bargaining—when the magazine was obliged to take sides or ignore issues concerning the overalled railroader. We sided with management. Ditto on the 100-mile day and the caboose. We didn't think of our position as pro-management or anti-labor but rather pro-railroad in the sense that a business that allowed its costs to equal or exceed its revenues would soon be valueless to everyone—customers, employees, owners, and, yes, enthusiasts. P.S.: I resented the fact that these confrontations

Trains

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HAIL TO THE CHIEF

I SOMEWHERE among us, known, unknown, shoo-in, dark horse, Democrat or Republican, Bush or Simon or Kemp or Nunn or whoever, is the next President of the United States. Our parochial question, always ignored by AP and UPI, not to mention Brokaw, Jennings, and Rather, is this: Will the next White House occupant have a railroad connection? We pulled a blank on Kennedy and Ford—but FDR admired having the B&O make his travel arrangements, Truman was a Santa Fe timekeeper, Eisenhower was born in a house beside the Katy, Nixon's father worked for Pacific Electric, Carter used a Seaboard depot as his campaign base, and Reagan did a UP Domeliner testimonial. So, odds are an iron horse tie will surface.—D.P.M.

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COVER: Essence of railroading: Santa Fe topping the Arizona Divide at sunset. Richard Steinheimer.

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occurred on my watch when they should have been faced in 1935 when Burlington's Ralph Budd sought in vain to have the industry support his stand that his *Zephyrs* didn't need firemen. And when I was 8 years old and TRAINS wasn't born.

• THE "+" IN 2-8+8-2: Well, now—no one could lose his temper over an historical, non-moneyed, mundane, substitute-a-plus-mark-for-a-hyphen matter involving steam locomotive nomenclature, correct? Next square: *Wrong!* "Bless my flues and clinkers!" as Mr. Damon said to Tom Swift about his electric locomotive, readers descended upon TRAINS with everything from Adlake lanterns to Johnson bars when we began replacing 2-8-8-2 with 2-8+8-2. The change was explained in a reasoned, dispassionate, and detailed editorial on page 3 of our May 1982 issue wherein we documented the inconclusive history of wheel arrangement classification, the disparity between steam and non-steam designations, and authorities and cause for change. Logic was of no avail. Discovery of graffiti on Sam Vauclain's tombstone would have caused less ire. The only precedent I could recall occurred in the early years of the magazine when we first began to seriously depict and explain those soulless, look-alike, tin-can, steam-killing diesels. A few thoughts in retrospect: No other publication of my knowledge has emulated our "+" style, not even our older sister MODEL RAILROADER; and I also regret that the basic cause for the change—to educate a new, non-steam generation in articulation—was lost in the furor. But I think that no less an icon than Frederic Methven Whyte himself would have approved. After all, Whyte had a

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fight on his hands replacing, for example, 2-2-1, bBa, 2-B-1, and ∘∘0 0∘ with 442 (that's right, *he* didn't initially hyphenate). Also, he developed his system before the first Mallet hit our shores.

If the Editor had had his way about railroading, there would have been no Amtrak . . . because automobiles and jets would never have depopulated our union stations of the crowds who sustained the *Cascades* and *Capitols* and *Carolina Specials*. Not one reader would have been intimidated or irritated by the typewriter of John G. Kneiling . . . because the descendents of the Harrimans and the Lorees would have kept their houses in order. Labor would have been sustained in employment and compensation . . . by 50+ per cent market shares. But when Norfolk & Western called a crew for the next double-stack . . . well, sir, they would have been assigned a high-pressure, welded-boiler, poppet-valve 2-6+6-4.

Welcome aboard, Mr. Kaufman!

The old blue looseleaf *Railway Statistical Manual* on our desk contains 57 pages of occupations in the industry recognized by the Interstate Commerce Commission, from able seaman to yard watchman . . . but no ombudsman.

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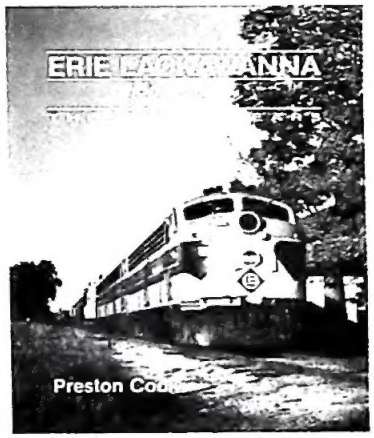

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states to write him about their concerns. Many did, so many that Walsh appointed Timothy E. Kaufman to look into their questions and make recommendations.

Kaufman seems to be qualified for the job. He holds degrees in management, counseling, psychology, and theology, served as a UP engineman for two years before leaving the railroad to join the Jesuits. He will need all that education and experience as an intermediary between employees and management.

Soo + MILW = MILW − Soo

To seize upon a Churchillian definition of Russia, the railroad merger movement has created so many riddles wrapped in mysteries inside enigmas that it is difficult to unequivocally declare that what is happening to the Soo Line has no precedent.

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was thought that as a separately managed profit center, the sub-system might make a go of it. But labor didn't agree on nonstandard wages or work-rules, so in early 1987 Soo, still in the red, put Lake States on the sale block. Shorn of overhead (bridge) traffic, dependent upon the paper industry, vulnerable to truckers, assigned Soo's oldest diesels, Lake States was deemed incompatible with Soo's Class 1 cost structure.

Who would invest money in an operation like that? Soo said three potential buyers surfaced. The one that reached agreement for a mid-summer sale closing was Wisconsin Central Ltd. [page 10, June 1986 TRAINS], as intriguing for its name (WC, a onetime Northern Pacific child, was Soo's subsidiary in Wisconsin and Illinois until merger with the parent in 1961) as its personnel. The financial backer who got his picture in the Chicago *Tribune* was former Illinois governor Richard B. Ogilive, who won a $3 million bonus from the Federal court for his successful mission as the trustee of the Milwaukee Road. WC Ltd. President is Edward A. Burkhardt, former vice president transportation of Chicago & North Western, whose higher-than-Soo's-bid for the Milwaukee was turned down by the bankruptcy court judge. Thomas F. Power Jr., WC Ltd. executive vice president, was previously vice president reorganization and chief financial officer for the Milwaukee. Soo expects to realize $122 million cash on the sale, which will mean a book loss of $8 to $15 million.

So when the dust settles, Soo Line will be down to 5700 route-miles, only marginally larger than its pre-Milwaukee Road self but including the best of the MILW and excluding the worst or redundant of the old Soo, running cheek by jowl with a spinoff carved largely out of its old system and run by men who were formerly the competition.

Diesels: where do we go from here?

Donald M. Tutko, 49, was in York, England, on April 7, 1987, to explain to an international audience, the Institution of Mechanical Engineers, how far we've come in the U.S. with diesel locomotives and where we should go from here. He should know. As vice president-mechanical for CSX, Tutko has 3518 diesel units in his purview, and his credentials for the job include employment with New York Central, Penn Central, Lehigh Valley, Missouri Pacific, and Seaboard System.

(You may recall that we've taken issue with Mr. Tutko in the past over his distaste for steam-locomotive excursions [page 8, October 1984 TRAINS], but that is another matter.)

Tutko began his address on the premise that railroading is facing zero traffic growth and declining revenues because of the cutback in smokestack industries and the competition of deregulated trucking. Thus, he said, "cost reduction is the single greatest challenge facing American railroads today," including in terms of motive power.

Most diesels today are EMD's, though GE's market share since 1980 has almost equaled that of the majority builder. Virtually all of the Class 1 fleet of 22,869 units rostered as of January 1, 1986, are of road-switcher configuration, ranging in output from 1200 to 3800 h.p., in B-B and C-C wheel arrangements, with 64 per cent 15 years of age or less. In optimum service, (1)

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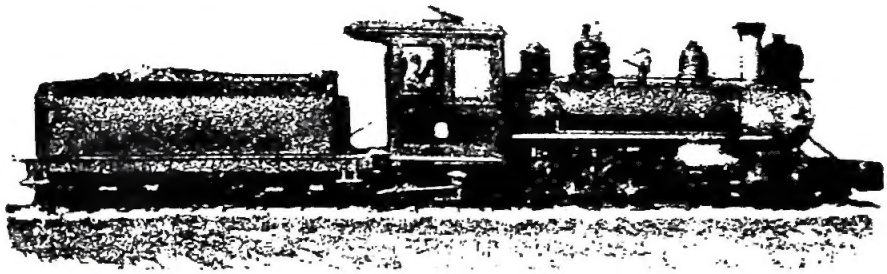

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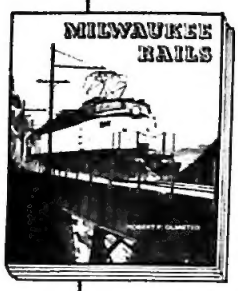

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Tutko, with reservations, applauds onboard computers which override the engineer in selecting throttle positions to minimize fuel consumption; and which (in the case of GE Dash 8's) monitor oil and water temperatures inside long tunnels, derating the unit if critical limits are reached instead of allowing total power loss and stalling. But Tutko says the new-generation power hasn't been in service long enough to see if its computers can survive a railroad environment.

So what's ahead, near-term and into the 1990's? Tutko prefaced his predictions with a cautionary note: "The question of how much improved technology is needed must be tempered by how much can be afforded." He discounted the new short lines or regionals created by Class 1 spinoffs as a market because their limited capital is needed to maintain fixed plant. That left the big guys and their common strategy of unit trains.

For intermodal service, Tutko sees a need for units of at least 4000 h.p. with fuel capacity for 1000 miles at 70 mph; "carbody streamlining should be considered."

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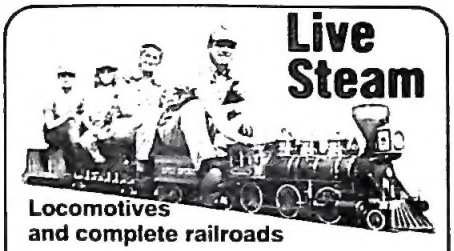

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and adhesion control systems are needed.

(One reader of Tutko's unit-train common strategy thesis—TRAINS' J. David Ingles—was reminded of the clash between advocates of passenger and freight trains over the disparity in a common track structure—which is to say, what is good for fast, light trains, *e.g.*, superelevated curves, is subject to excessive wear from slow, heavy unit trains. Amtrak, please copy?)

Regardless of service, tomorrow's diesels should incorporate A.C. traction motors ("the single greatest technology improvement for American locomotives during the remainder of this century"); on-board diagnostic computers which can predict maintenance needs and imminent failure and relay such data to the next terminal; and on-board locomotive rail lubrication to reduce fuel consumption.

Financing new technology is another matter. Tutko thinks that railroads ("management and labor alike") must look at new organizational structures and market initiatives, "plus a willingness to be innovative, to make changes, to try something new." Next, he noted the practice, without naming Burlington Northern as the major practitioner, of the purchase of locomotive kilowatt-hours from a lessor who maintains the diesels and guarantees performance.* "Railroad freight cars in the United States have for years been furnished to railroads with full maintenance leases," he noted.

Quote of the month

"If you think we're just a railroad, you're missing the boat."—*Headline on a CSX two-page ad announcing its acquisition of Sea-Land, in the April 14, 1987* Wall Street Journal. I

*TRAINS reader Nathan S. Clark Jr. recently pointed out to its editors that General Electric spokesman C. E. Sutton Jr. was quoted on page 12 of our October 1958 issue as suggesting that the industry discontinue "the luxury of a captive shop" by farming out maintenance. He called for "real upstream thinking" on the subject by management on grounds that equipment maintenance (nearly $2 billion a year then, nearly $6.4 billion in 1985) was eating up nearly 25 per cent of total operating expenses.

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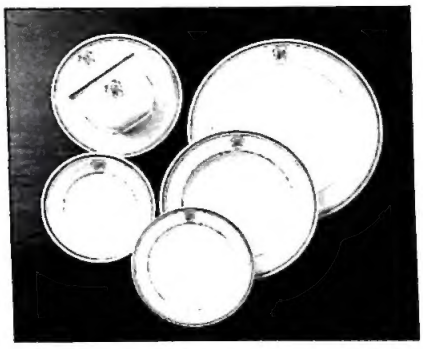

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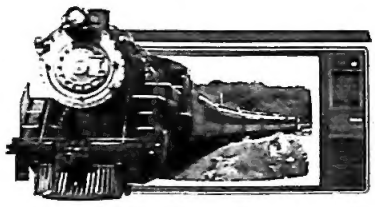

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ARRIVALS & DEPARTURES

edited / J. DAVID INGLES

SANTA FE SHAKEUP: In a stunning development, **Santa Fe Southern Pacific** Chairman John J. Schmidt resigned after 4 years in the position on Easter Sunday, April 19, 1987. His predecessor, former chairman John S. Reed, 69, came out of retirement to replace him on an interim basis. Although involved parties would not comment, the change was seen by many observers as the result of dissatisfaction by SFSP's directors with the handling by the hard-driving Schmidt, 59, of the proposed Southern Pacific & Santa Fe railroad merger, turned down (in an equally surprising move to most industry observers) by the Interstate Commerce Commission. In its attempt to get the ICC to reopen the case and approve the merger, SFSP addressed the noncompetitive argument by separately agreeing with Union Pacific and Rio Grande on the awarding of trackage and traffic rights, deals which some Santa Fe interests may consider too liberal. The Commission was to hear oral arguments on the reopening of the merger case on May 14. If the ICC does not reopen, SFSP will have 90 days to make a proposal to sell one of its railroads.

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IN CASE OF INDEPENDENCE: At the suggestion of La Salle National Bank of Chicago, which is serving as trustee of **Southern Pacific Transportation**—the SP railroad subsidiary of Santa Fe Southern Pacific Corporation—pending resolution of the proposed SP&SF merger, SPT elected a new board of directors in April, including outside (non-company) members for the first time. Among the nine outsiders are two familiar in railroad circles: Louis W. Menk, retired chairman and CEO of Burlington Northern, and Richard B. Ogilvie, former Governor of Illinois who served as trustee of the Milwaukee Road and now is involved in the new regional, Wisconsin Central, which has offered to buy Soo Line's Lake States Transportation Division. SPT Chairman Denman K. McNear and Executive Vice President Mike Mohan continue on SPT's board; the move will help SPT posture for independence should the merger not go through and Southern Pacific be offered for sale. SP has stemmed the flow of red ink, reporting an operating income of $6 million on $559.4 million revenues for first quarter 1987 vs. $59.7 million loss a year ago on revenues of $555.7 million.

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MORE POWER: Meantime, **SP** has ordered 60 new four-motor diesels: 40 3900 h.p. B39-8's from General Electric and 20 3800 h.p. GP60's from GM's Electro-Motive Division. Average price: $1 million-plus apiece. . . . Power-short **Soo Line** will acquire 21 new units, was considering 12-cylinder, four-motor B32-8's or GP59's.

* * *

STEEL TOLL ROAD: John Kneiling, have you been down in Virginia? To lure new short-haul coal traffic from Appalachian roads to its rails in southwestern Virginia, **Norfolk Southern** hosted a 5-day test by **Westmoreland Coal** with a **Dump Train** leased from Georgetown Railroad. End points: mine at Crest, Va., on Southern's St. Charles line, and two coal processors on the old Interstate Railroad, at Wentz and Pine Branch, Va. Problem: Since the old Interstate has been made part of N&W, the move would have required two crews, one each N&W and Southern; instead, Norfolk Southern awarded the coal firm trackage rights, provided a diesel, caboose (to conform to Virginia law), and supervisor to aid Westmoreland's two-man crew. Customer likes the train; NS likes the business, hopes to be able to run any future captive train with one crew. . . . Further along the all-comers toll-railroad approach, **Gulf & Mississippi** and **Columbus & Greenville** have agreed on a car-haulage exchange, which gives G&M a more direct interchange access to Illinois Central Gulf at Greenwood, Miss., and gives C&G a new interchange partner, CSX at Brookwood, Ala., between Tuscaloosa and Birmingham on a line G&M acquired after its 713-mile start-up. G&M added to its normal traffic flow in handling overflow **Burlington Northern** business from Tupelo, Miss., to the Gulf port of Mobile, Ala. When BN's line (former Alabama, Tennessee & Northern) was beyond capacity, unit grain trains went down G&M behind leased BN SD45's.

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A NEW OLD IDEA: BulkTainer is trademark name by **Union Pacific** of new domestic intermodal tank container service throughout the U.S. of liquid chemicals and other products, to be offered from 18-terminal network. Marcus S. Kostolich, who was marketing director at GATX when its **TankTrain**

concept of linked, single-load / unload tank cars was launched, will head the UP operation. TRAINS readers with long memories will recall John G. Kneiling's suggestion of essentially what Bulk-Tainer will be in our January 1972 issue [page 24]. . . . UP has also begun a nationwide less-than-truckload service in concert with 11 regional trucking firms, creating a 48-state network with existing regional truckers' equipment (hence no capital investment). Of first 11 firms, 6 are in on-line UP areas, 4 in the east, and 1 in Phoenix, Ariz.

* * *

MILESTONES: **Burlington Northern**, which began unit grain train service in August 1980, moved its one-millionth carload of grain in that service April 3, 1987, a Cargill shipment in a 60-car train from Bradshaw, Nebr., to the southwest. BN, the largest grain-hauler in the U.S., says it has 400 unit-train loading facilities on-line and moves over half its grain in unit trains. . . . CSX officially merged **Baltimore & Ohio** into **Chesapeake & Ohio** April 30, 1987. . . . **Providence** (R.I.) Union Station, forsaken by Amtrak for a new facility on a new alignment just to the north but scheduled for renovation as retail center, was heavily damaged on April 26, 1987, in an arson fire. Neighboring **Hartford** (Conn.) Union Station, newly renovated into an office complex but still serving as a transportation terminal, was scheduled to be dedicated June 26-28.

* * *

IT'S YOUR PLYMOUTH: In a buyout you might not have heard of, the 98 employees of tiny **Plymouth Locomotive Works** in Plymouth, O., are seeking to purchase the 105-year-old operation from its parent, Banner Industries of Cleveland. Plymouth makes ceramic products and lift trucks as well as industrial locomotives.

* * *

WHITHER THE MONTREALER?: Citing flood damage at some locations along its Connecticut River line, **Boston & Maine** slapped 15-mph and 20-mph speed limits on the entire 123-mile White River Junction (Vt.)-Springfield (Mass.) line, crippling performance of **Amtrak**'s overnight *Montrealer*. Amtrak swallowed 4-hour or worse delays until April 5, substituted buses for the train north of Springfield, Mass., until May 14, then put on a dedicated daytime bus north only as far as Burlington, Vt., suspending Montreal service on this route. Also unhappy is **Central Vermont**, 74-mile trackage-rights tenant. Reduced track maintenance could be a factor; B&M might face litigation.

* * *

SOUR SIXTEEN: **Norfolk & Western** and **Illinois Central Gulf** spoiled Amtrak's 16th birthday May 1, 1987, by colliding two freights at 12:45 a.m. on the diamonds at Tolono, Ill., forcing **Amtrak**'s northbound *City of New Orleans* to detour from Centralia, Ill., to St. Louis with *River Cities* section over Southern, then north on former GM&O to the Windy City. Chicago-Carbondale *Illini* was truncated to its former Chicago-Champaign route for the day. Two diesels off ICG local CR2 returning to their train were struck by N&W westbound TC3, derailing 3 units and 5 cars; no serious injuries were reported.

* * *

GOAL REACHED: **ICG** got down to its goal of a core system two days earlier than expected, becoming a 3244-mile Chicago-St. Louis-New Orleans carrier April 28, 1987, with closing of $81 million sale of 633 miles, Joliet (Ill.)-St. Louis/Kansas City, to the **Chicago, Missouri & Western**. Basically, this had been successively the main lines of Chicago & Alton, Alton Railroad, and the north end of Gulf, Mobile & Ohio. CM&W, a subsidiary of the Venango River Corporation, which owns Chicago South Shore & South Bend, plans to establish operating headquarters at Springfield, Ill., keep corporate HQ in Chicago, use CSS&SB's Michigan City (Ind.) shop facilities for the CM&W fleet of leased EMD diesels, including 28 ex-Conrail (Penn Central) GP38's, 25 ex-Western Pacific GP40's, 7 SW-1500's from Pittsburgh & Lake Erie, and 1 ICG Geep, 9712.

* * *

STRING ENDED: First fatal accident in over 17 years on 534-mile **Florida East Coast** occurred April 11, 1987, 2 miles south of Bunnell, Fla., along U.S. 1 north of Daytona Beach when engineer and conductor of 69-car northbound freight were killed in collision with another northbound at 7:30 a.m. in the fog. Crew of the 83-car leading train had stopped to check for dragging equipment after alert from trackside indicator. FEC, a pioneer in two-person crew, cabooseless operation, has won national rail safety awards 18 of the last 19 years.

* * *

SALTY: Great Salt Lake storm on April 18, 1987, closed **Southern Pacific** causeway again for a week, forcing detours over **UP**. The two roads continue to joust in court on issue of detour rights around south end of lake on WP.

* * *

PASSENGER POINTS: The successful seasonal **Amtrak** *Cape Codder* was to return to weekend New York-Hyannis service May 22 and run through mid-September. . . . Caltrans, Southern Pacific, and Amtrak are talking about **Amtrak** taking over operation of San Francisco-San Jose Peninsula **Caltrain** commute service from SP, which could be more economical.

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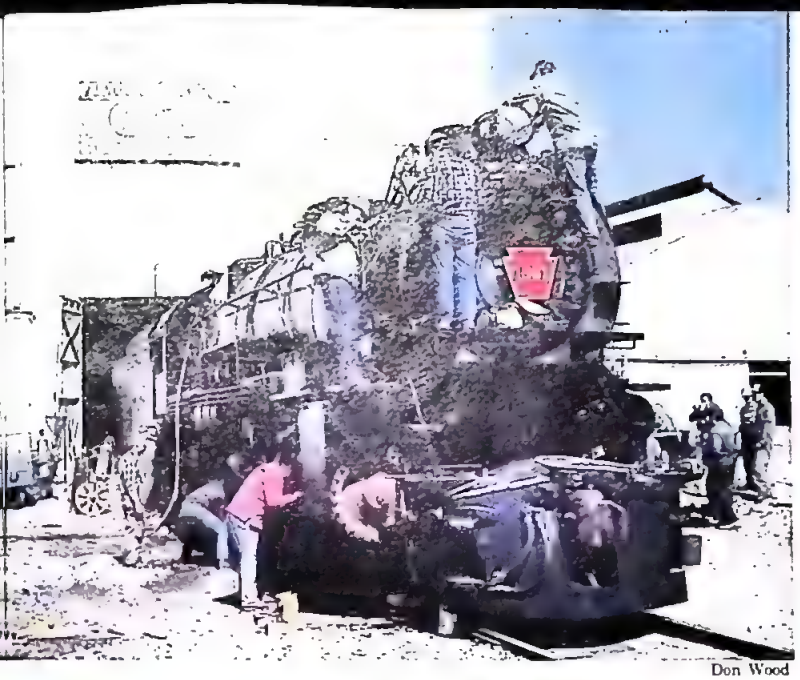
Alex Mayes.

ON April 12 maiden run, a round trip to Bellefonte, 1361 sprints along old PRR Bald Eagle Branch, now Nittany & Bald Eagle (above), returns on Conrail main south of Tipton (below).

Ken Murry.

RAILROAD NEWS PHOTOS

A K4 IN STEAM: Pennsylvania K4s 1361, displayed at Horse Shoe Curve 1957-1985, and restored in an 18-month effort by members of the Altoona Railroaders Memorial Museum in a Conrail shop building, was steamed up Thursday evening April 9, 1987. A blowdown valve failure and discovery of a tender leak Friday morning meant two days of repair work, canceling a Friday display and postponing Saturday's road debut to Bellefonte, Pa., to Sunday. The 1361 first moved again on her own at 9 p.m. Saturday.

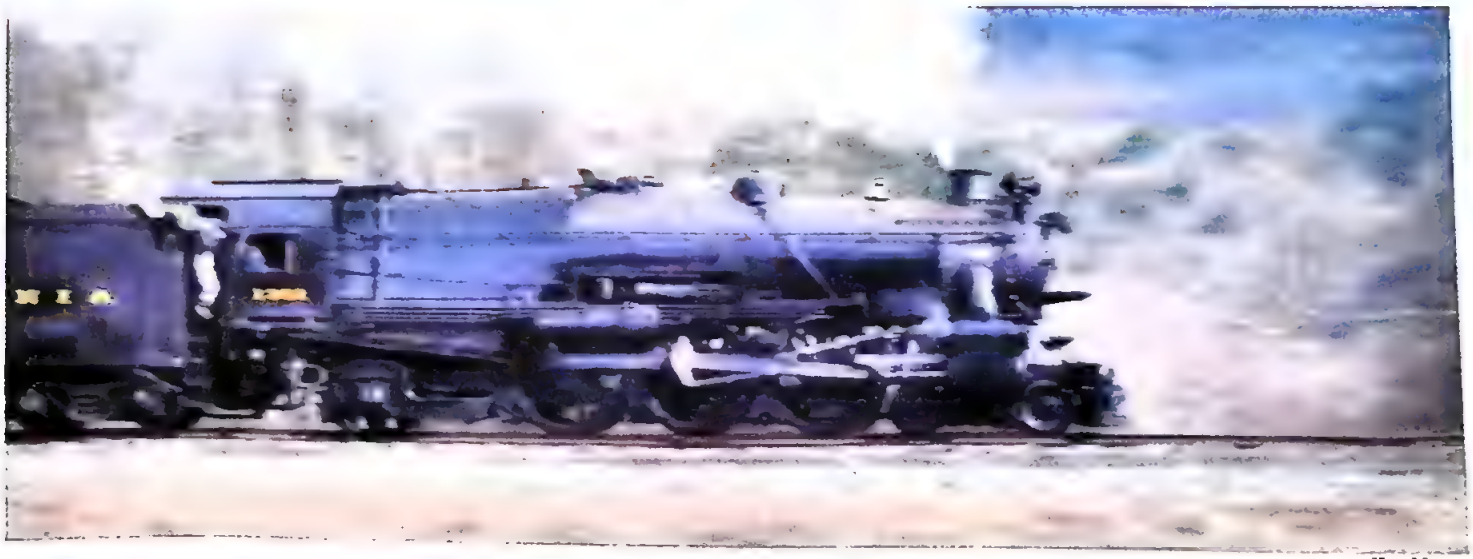


Don Wood

VOLUNTEERS prepared 1361 at a shop near to K4's Juniata erecting-shop birthplace. Conrail wholeheartedly supported the project.

Don Wood.

Don Wood.



Ken Murry.

PAN SHOT along Highway 225 near Julian, Pa., recalls the K4 glory days. Some excursions are likely in 1361's future.

Steve Brown.

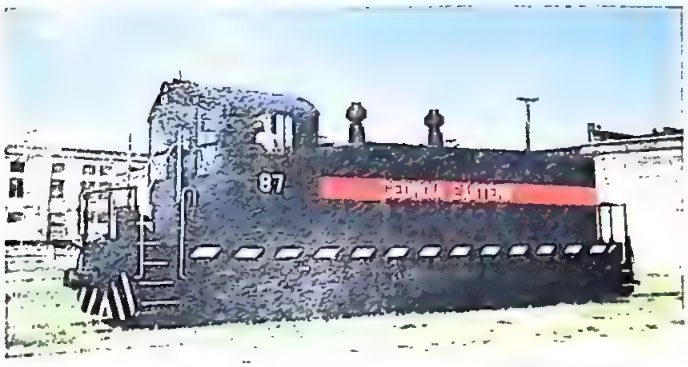
AFTER pre-revenue service run from Birmingham, Ala., to Roanoke, Va., April 21-23, 1987, marred only by a long delay at Anniston, Ala., to repair a driving-wheel bearing, N&W Class A 2-6+6-4 1218 made first public excursions out of Roanoke, to Bluefield, W.Va., April 25 and to Lynchburg and Walton, Va., April 26. Next day, in front of few onlookers, she took empty excursion consist east (above, east of Crewe).

John C. Benson; collection of Paul Bergen.

AFTER Alcos left the Utah Railway, so, it seems, did most photographers. After relying on leased Union Pacific SD40-2's, 95-mile coal-hauler installed former Southern Pacific SD45's, as seen at Martin on July 19, 1986.

Ken Borg.

NEAT yellow paint and red stencils mark out Missouri Pacific identification on SD40 3086, renumbered to 5086 by owner GATX Leasing. Big EMD is 1 of 20 en route to a stint on CP Rail, via Soo Line run-throughs from Chicago, and photographed at Detroit, Mich., April 7, 1987. Sister units still in blue also sport red ident, dazzling to the eye.



GERY John Gallagher

HELPING three ex-B&O GP9's on Georgia Eastern, new firm on 17-mile ex-Georgia Railroad Washington Branch, is ex-MP SW1200 1299, fresh at Chrome Locomotive in Silvis, Ill., last April. GERY also had 10-mile Social Circle Branch, sold it to Great Walton Rail.

George H. Swearingen Jr.

ANOTHER new CSX spinoff is R.J. Corman Railroad, on 20-mile ex-L&N Bardstown Branch in Kentucky, which had its former C&O GP9 all painted up for January 26, 1987, inaugural run with three covered hoppers. Road is named for its owner, of Nicholasville, Ky.

RAILROAD NEWS PHOTOS

FEATURE of April 11, 1987, National Railway Historical Society directors' meeting hosted by Tidewater Chapter was 43-mile excursion over Norfolk & Portsmouth Belt Line. Directors, members, and friends—120 total—rode chapter's ex-N&W coaches 1721, 1723 behind SW1200 110 in N&PBL's EMD-inspired scheme. NS and CSX own the Belt.

Bill Schafer.

Alan B. Johnson.

FIREMEN battle small fuel fire after 5:40 p.m. collision April 4, 1987, at Buckholts, Tex., on Santa Fe's Temple-Houston line. Westbound, entering siding, was hit by eastbound; 8 crewmen aboard the 5 units had no serious injuries.

Brian Jennison.

SPECIAL SIGHT on Suisun Bay bridge: For the San Jose-Sacramento leg on first day of April 21-23, 1987, San Francisco-San Jose-Sacramento-San Bernardino-L.A.-San Diego Operation Lifesaver Special on SP, Santa Fe, and UP, California State Railroad Museum's SP E9 6051 led ATSF FP45, UP E9, Amtrak F40, 7 cars from Amtrak, Caltrain, ATSF.

T.B. Diamond.

ABOVE: The high-nose SD45 (ex-Southern 3141) is designated Tamper Track Renewal System P8115, but the railroad is Burlington Northern, the location east of Elkhorn Siding, Wyo., on the 9th Subdivision of the Alliance Division, the date April 6, 1987, and the task is concrete tie installation.

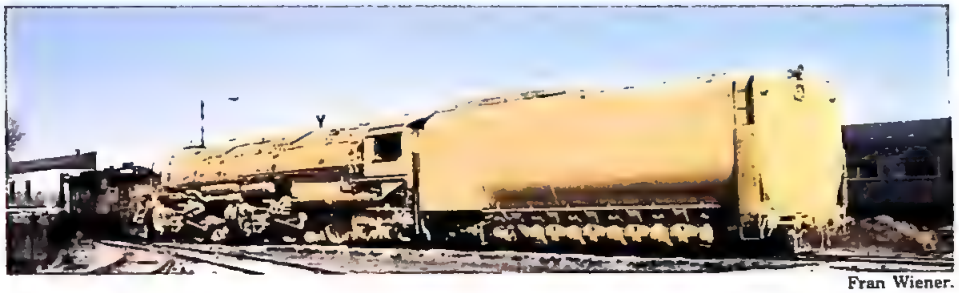
Kevin Argue.

LEFT: You can't buy a ticket on "Contrack" (unless Conrail and Amtrak merge?) but you'll be able to see it in late 1987 at a theater in the Paramount comedy "Kansas City Mule," starring John Candy and Steve Martin. Rail film location: New York & Lake Erie, western New York tourist-carrying short line, also the location in the Robert Redford film "The Natural." South Dayton, (N.Y.) depot was relettered for Stubbville, Kansas. Diesel is ex-N&W Alco C425 1013.

Richard Steinheimer.

RIDERS on that Amtrak *California Zephyr* rerouted because of a Nebraska blizzard [page 10, June 1987 TRAINS] got a rare daylight look at the Great Salt Lake on March 30, 1987, as the train was running 19 hours late at Magna, Utah.

RAILROAD NEWS PHOTOS



Fran Wiener.

A BIG BOY in yellow? Yes, temporarily, at Rail America, the Green Bay (Wis.) museum, as C&NW GP7 4307 shuffles Union Pacific 4-8+8-4 4017 during tracklaying on April 3, 1987.

J. W. Jack.

Ron Palmquist.

HERE is Springfield Terminal 614, the SD35 that CSX sent as an SD26 wreck replacement [page 18], at Rigby Yard, Me., March 29.

AMTRAK'S new Philadelphia-Atlantic City route has about 60 per cent of its track rehabilitated, but signal work requirements mean a probable 1989 opening. On March 10, 1987, "Pumpkin" work-train Geep 789 towed 14 ballast cars and caboose near Cedarbrook, N.J.

Scott Hartley.

Michael Thomas.

SPRINGFIELD TERMINAL has gone from 6-mile traction remnant with a lone 44-tonner to a 457-mile carrier owning former-Santa Fe SD26's.

Guilford's fourth railroad

TOM NELLIGAN

ONE of the more unusual sights in U.S. railroading this year has been blue-and-yellow Santa Fe SD26's pulling freight through the green rolling hills of New York and New England. These former desert-dwellers look even stranger when repainted in the charcoal gray and orange colors of the Guilford Transportation Industries system, bearing white lettering that identifies them as the property of something called Springfield Terminal.

Those who knew of the Springfield Terminal Railway prior to 1987 thought of it as a small Vermont line with no need for six-axle road locomotives. Well, the Springfield Terminal isn't a Vermont short line anymore. Rather, today's ST represents a complex and controversial way in which Guilford management has decided to cut labor costs on its three major railroads, Maine Central, Boston & Maine, and Delaware & Hudson. After waiting out a bitter two-month strike last year, only to have the dispute settled by government action on terms favorable to the unions, Guilford is now transferring many segments of its system to this once-obscure subsidiary, which has more liberal work rules and lower wages. In terms of both trackage operated and locomotives rostered, ST has surpassed MEC to become the third-largest railroad in Guilford's four-railroad system.

The original Springfield Terminal Railway was a 6.5-mile interurban connecting the factory town of Springfield, Vt., with B&M's Connecticut River main line at Charlestown, N.H. It was chartered in 1894 as the Springfield Electric Railway and opened on August 4, 1897. Trackage was largely roadside or street running, including a joint rail/highway bridge over the Connecticut River. Springfield Electric went bankrupt in 1918, and in 1923 the property was purchased by the new Springfield Terminal company. ST's life as an independent was short—by 1930 the B&M had acquired stock control. A 1943 roster listed three passenger cars, two steeple-cab freight motors, and four work cars. The passenger service that connected Springfield with B&M trains ended in 1947, and ST track on its east end was trimmed back from Charlestown to North Charlestown. Electric freight operation continued until 1956, when ST dieselized with a bright-red, black, and white GE 44-tonner, No. 1, that would be the line's sole motive power for the next two decades.

In 1967 the street trackage in downtown Springfield was torn up, ST's old carbarn was replaced by a modern enginehouse on the edge of town, and the railroad shrank to 5.4 miles. Otherwise, not much changed until the late 1970's, when the ailing health of No. 1 led to the substitution of leased B&M switchers on ST rails. In the 1980's, operation became infrequent and ST No. 1, after spending several years at B&M's Billerica (Mass.) shops awaiting repair, was sold to the Claremont & Concord Railway for parts.

A new role for the ST came in 1982, when the B&M took over a number of unwanted Conrail branch lines in Massachusetts and Connecticut. Four of the lines were to be operated by Springfield Terminal: the 12.5-mile Springfield (Mass.)-Hazardville (Conn.) branch; two short stubs in the Hartford area (to Rocky Hill and Griffins, Conn.); and a segment of CR's former Lowell line between West Concord and North Acton, Mass. The Hazardville branch, which was worked with a B&M yard diesel, soon reverted to B&M proper after a union challenge to the ST assignment. The Hartford area operation, using a Conrail switcher rented as required, quit for lack of traffic. The West Concord line, which used an ST Trackmobile, ran as ST for four years until the Bay Colony Railroad replaced it as designated operator in 1986. Springfield Terminal was also used in pre-Guilford days as the operator of B&M's auto-unloading facility in Ayer, Mass., and for some minor switching jobs using Trackmobiles. In all cases, the goal was to trim labor costs in marginal or isolated operations.

The new Springfield Terminal began to run real trains in 1985. Guilford's abandonment of Maine Central's 132-mile Calais Branch in eastern Maine left an isolated pocket of traffic at the far end. ST took over as operator of 11.7 miles of track between Calais and Woodland, a connection with Canadian Pacific, using an MEC GP7 to serve a large paper mill and other remote customers. Another ST foothold was B&M's 28-mile Worcester-Ayer (Mass.) branch. The B&M had leased this line to the Providence & Worcester in late 1984, but took it back in early 1986 under the ST flag. A single B&M GP9 was assigned to Worcester to work the branch with an ST crew five days a week.

THE current prominent role of Springfield Terminal in the Guilford system stems from the strike that started on the MEC on March 3, 1986, and soon spread to the B&M and the D&H. While technically the strike was a response to Guilford management's attempts to impose layoffs and pay cuts on MEC maintenance workers, the broader issue was seen by both sides as an attempt at a complete restructuring of work rules [page 9, August 1986 TRAINS]. Both sides were dug in for a long strike, with management running many trains using nonunion crews, when a Presidential order forced a truce on May 16.

At that point Guilford management apparently concluded that the only way to cut system labor costs was to lease all low-density lines to a subsidiary whose work rules were more flexible and whose pay rates were lower. ST is a union railroad, represented by the United Transportation Union, but ST employees receive only $7 to $9.88 per hour, which can be as little as half the pay for comparable jobs on the main line. There are no craft distinctions—ST employees are simply classed as "Railroaders," and are expected to be equally adept as engineers or conductors, track workers or office clerks. Most jobs run with two-person crews, and scheduling and assignments are highly flexible. There are reports that organized labor is very unhappy with Guilford's use of the ST as a branch-line operator, but ST's UTU contract runs until 1991, and so far Guilford policy has withstood all legal challenges from the Brotherhoods.

In the autumn of 1986 Guilford began leasing its secondary lines to ST, and transferring some yard jobs as well. Technically,

Bruce Endries

EX-B&M GP18 fresh from Oneonta paint shop (white building, right).

Springfield Terminal works under a haulage contract, not participating in interline rate divisions. In practice, Guilford simply takes cash out of one pocket and puts it in another, but by structuring the transfers as haulage contracts, Guilford can take advantage of expedited ICC procedures. The transfers continued as this report was written. As of April 1, 1987, ST had exclusive operation over 457 miles of main track (not including industrial leads or trackage rights), with more to come.

In Maine Central territory, ST operates 184.5 miles, including all active lines east of Northern Maine Junction (just west of Bangor), the Rumford Branch, and 48 miles of trackage rights linking Leeds Junction, Rumford's mainline connection, with Rigby Yard in South Portland. Itemized, these Maine lines are:

- Bangor-Mattawamkeag, 58 miles
- Northern Maine Junction-Bangor-Bucksport, 23.3 miles
- Calais-Woodland, 11.7 miles (isolated)
- Rumford-Leeds Junction, 43.5 miles
- Rigby Yard-Leeds Junction (trackage rights), 48 miles

These changes, plus other Guilford abandonments, have left Maine Central with only about 400 miles of active railroad.

In Boston & Maine territory, ST operates 336.1 miles, including its biggest piece of railroad, the upper 100 miles of the Connecticut River Line from White River Junction, Vt., to Berlin, N.H., as well as the connecting 19.3-mile branch from Waumbeck Junction to Groveton, N.H., and other lines. Itemized, they are:

- White River Junction, Vt.-Berlin, N.H., 100 miles
- Waumbeck Junction-Groveton, N.H., 19.3 miles
- Waterbury, Conn., area (ex-Conrail), 82.4 miles (includes 16.5 miles of freight trackage rights on Metro-North's Naugatuck Valley commuter line)
- Portsmouth, N.H., area branches, 23 miles
- Nashua-Wilton, N.H., 16.2 miles
- Worcester-Ayer, Mass., 28 miles
- Springfield, Mass.-Hazardville, Conn., 12.5 miles
- North Adams-Adams, Mass. (ex-CR), 5 miles
- Pittsfield, Mass.-Canaan, Conn. (ex-CR), 38.7 miles

ST also works all yard jobs at Nashua, and local freights along B&M's North Chelmsford (Mass.)-Nashua-Manchester route. In Boston, ST handles some yard work, and in central Massachusetts, in addition to again running the branch to Hazardville, ST switches at Springfield and Holyoke. In the Berkshires, ST has the entire 16-mile former Conrail North Adams-Pittsfield line, but only the northerly 5 miles have regular service.

Delaware & Hudson territory is the next venture for Springfield Terminal. ST switches the Voorheesville Industrial Park near Albany, and leases were being processed for the 57.1-mile Saratoga Springs-North Creek Branch, 9 miles of branches out of Fort Edward, N.Y., and the Saratoga Springs and Fort Edward yard jobs. At press time, these transfers were being opposed by the New York Department of Transportation.

The original Springfield Terminal still operates in 1987, but barely. The only customer left on the line is a lumber distributor located within sight of the B&M connection at North Charlestown. When there are cars to be picked up or delivered, an ST crew meets the B&M Conn River freight and uses its locomotives to do the switching while the B&M crew stands by.

ST headquarters is off-line at Sterling, Mass., with major regional offices at Waterbury, Conn., Whitefield, N.H., and Bangor, Me. Guilford did not respond to a request for figures on ST employment totals, but sources indicate it is around 150 and growing. Operations on the various lines range from five days a week to "as required." Locomotives are based at Bangor, Calais, and Rumford, Me.; Portsmouth, Whitefield, and Nashua, N.H.; Boston (Somerville), Ayer, Springfield, Holyoke, North Adams, and Pittsfield, Mass.; and Waterbury and Plainville, Conn.

Most of the above assignments draw B&M or MEC Geeps for now. The ST locomotives on the accompanying roster (below) are hard to follow, since on the Guilford system there can be little relationship between a locomotive's lettering and its service assignment. The 34 ex-Santa Fe SD26's are mainline road power that will probably never be used on ST lines; ditto for the ex-Western Maryland SD35, a Chessie replacement unit for the 35th SD26, wrecked on the former B&O south of Buffalo, N.Y., en route delivery to D&H [page 17, May 1987 TRAINS]. The assorted MEC and B&M Geeps reassigned to ST do run on ST's routes, but can also be found in general freight assignments. The recent reassignment of two B&M switchers may indicate that more such units are coming for ST.

Much ST track is in very poor shape. On its longest line, the Berlin route, the through train that B&M ran has been split into two jobs meeting at Bradford, Vt., so that crews can complete a run within the Federal 12-hour limit. On the 38.7-mile Canaan branch, a round trip takes two working days. Most other lines observe speed limits of 30 mph or slower. Maintenance in general on the Guilford system has suffered since the 1986 strike, and it's particularly noticeable on the once well-maintained B&M and MEC.

[Ed. Note: In some respects, the development of the new Springfield Terminal reflects what Soo Line tried to accomplish with its Lake States Transportation Division, 2000-plus miles of light-density mainline and branch trackage (but an integrated network, rather than ST's fragmented branches and yards). Soo did not have the benefit of an existing subsidiary with a union contract involving lower rates and more liberal work rules, however, and the unions successfully blocked implementation of a meaningfully different railroad-within-a-railroad. Soo then offered LSTD for sale and attracted a would-be buyer [page 6].—J.D.I.]

Springfield Terminal's metamorphosis, thus, continues as this story goes to press. Guilford has chosen a policy of subdividing its system in the hope of cutting labor costs. That is happening, but it remains to be seen whether the result will be a system so fragmented that efficiency suffers and traffic drops. Nationally, railroad labor and management are both closely watching Guilford's strategy, and 1987 promises to be an interesting year for Guilford's fourth railroad. I

TOM NELLIGAN is a frequent free-lance contributor on New England and locomotive subjects to TRAINS *and other rail periodicals, and is a well-known rail book author. He thanks Jack Armstrong, Ron Johnson, and Scott Hartley for their updates on the ever-changing ST situation.*

Road Nos.	Qty.	Model	Built	Heritage, remarks
10-20	11	GP7	1950-1953	Ex-Maine Central 590-592, 574, 565, 568, 572, 575, 577, 580-581, reassigned 1986; 590-591 ex-Louisville & Nashville 439, 433; 592 ex-L&N 393, ex-Missouri Pacific 73, nee Chicago & Eastern Illinois 208
21	1	GP9	1963	Ex-MEC 450, nee Algoma Central 171, acquired by MEC 1980, reassigned 1987
40-43	4	GP18	1961	Ex-Boston & Maine 1751-1753, 1755, reassigned 1987
614	1	SD35	1964	Ex-Western Maryland 7434, acquired 1987 from CSX as replacement for SD26 4645, wrecked en route delivery
615-649	34	SD26	1959-1960	Ex-Santa Fe 4600-4601, 4603-4607, 4612-4613, 4617-4618, 4627, 4640-4641, 4644, 4646, 4648, 4650, 4652, 4655, 4657, 4661, 4665, 4667-4670, 4673-4679; 4645, to have become 630, wrecked en route on CSX; ex-ATSF 4500-series (same last digits) SD24's, renumbered, redesignated when rebuilt by ATSF with 645 engines to 2625 h.p.; nee 900-series same digits; acquired by ST 1987
801	1	SW8	1953	Ex-B&M 801, reassigned 1987
1123	1	SW1	1953	Ex-B&M 1123, reassigned 1987

Notes: Springfield Terminal also owns 4 Trackmobiles. Roster from *Narragansett Newsletter*, courtesy Jack Armstrong and Ken Houghton, effective April 1987.—T.N.

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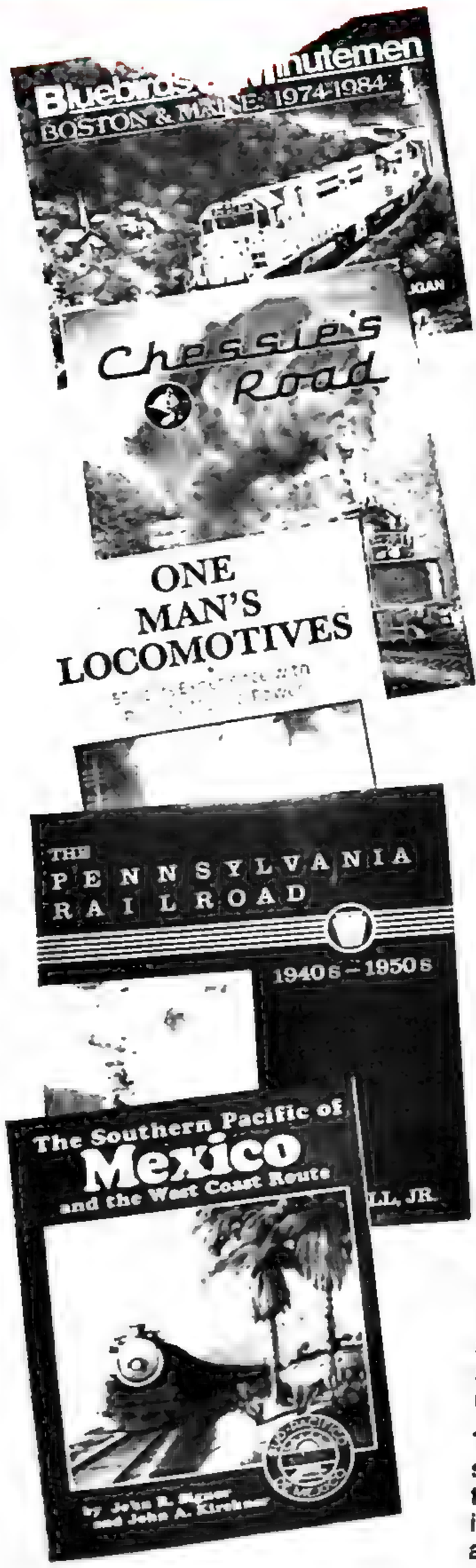

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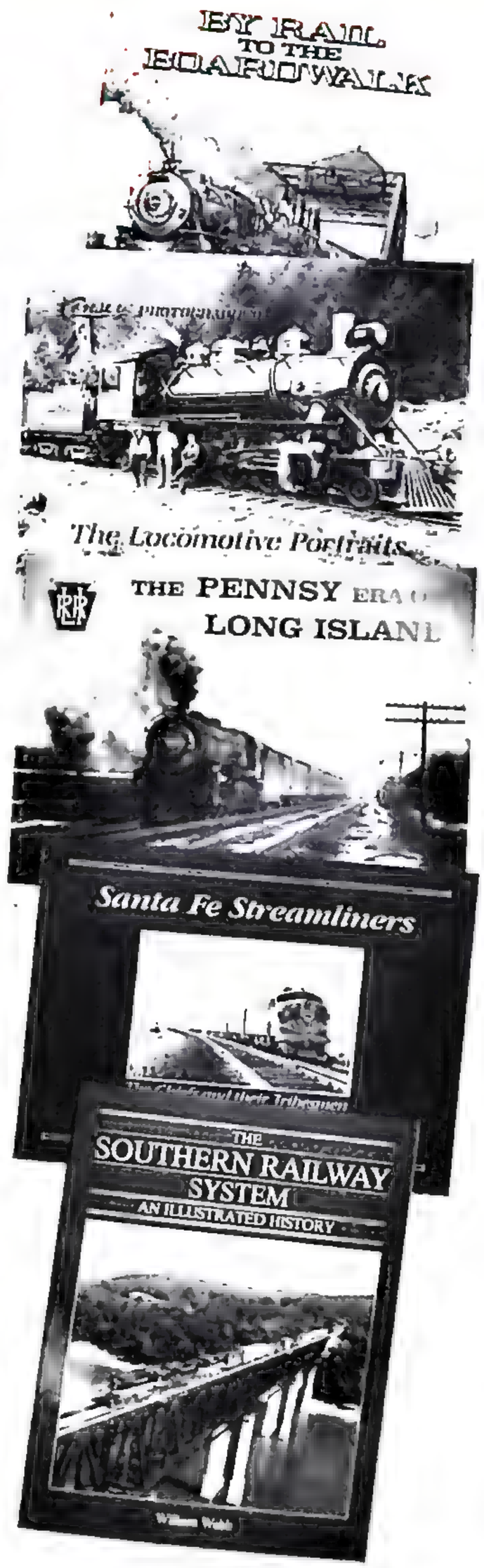

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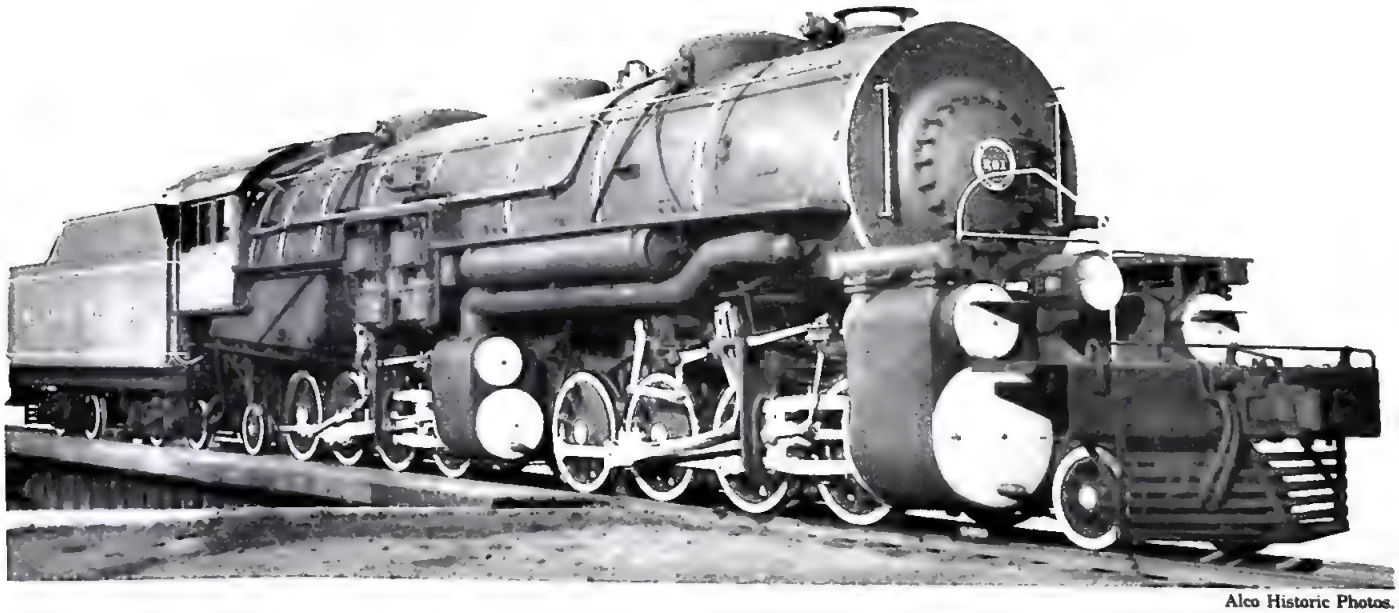
Mr. Pond, China in 1928, Alco Mallets

WE are in China on April 12, 1928, en route from Peking to Kalgan with the Gobi Expedition led by Roy Chapman Andrews of the American Museum of Natural History, New York. Archeologist Alonzo W. Pond has already encountered one railroad spectacular en route to this day when the *Oriental Limited* hit a boulder and derailed ["Steam Vs. Gravity," August 1986 TRAINS]; now he focuses his camera on another: the helper engine boosting his train up the 3.5 per cent switchbacks over Nankou Pass of the Peiking-Suiyuan Railway which tunnels under the Great Wall at its summit. Further adventures await. "From Kalgon we drove our Dodge trucks up onto the Gobi Desert with boiling radiators most of the time. The Chinese Government insisted on giving us a military escort (on horseback) and they were so slow we could never get out of low gear."

We asked China-watcher William D. Middleton, who confirmed the railway setting of this picture, about the helper—could it possibly be one of those North British-built 0-6+6-0's referred to in his "The Trains of China—1" [October 1986 TRAINS]? Definitely *not*, Bill replied; rather, "judging from the large boiler diameter, the cap stack, and the number of sand and steam domes, I feel sure it is one of the 2-8+8-2's built by Alco for the Peiking-Suiyuan." John Nelson of Alco Historic Photos added that seven of these Mallets, Nos. 201-207, had been released for shipment at Schenectady under order S1363 in September-October 1921. Now we were onto something. These compounds have always reminded me of Norfolk & Western's Alco Y4's of 1927, with the same bald smokebox and spoked engine and pony truck wheels, albeit lacking the Worthington BL-model feedwater heater. The China machines, with an engine weight of 446,000 pounds, were no match for the 567,000-pound Y4's, though. In fact, in his *Articulated Locomotives* treatise, Lionel Wiener said of the China engines "the use of such large locomotives on lines of comparatively light construction where, in this case, the axle load must be kept down, introduces difficulties in design. In order to obtain the necessary heating surface, the ratio of boiler length to diameter has to be excessive; also the leading bissel and the first driving axle have to be in front of the smokebox. If, on the other hand, a boiler of better proportions with a larger number of shorter tubes is used, it is difficult to distribute the weight so that the rear truck is not overloaded." Troubles Roanoke never knew.

No one of our knowledge has found one of the articulateds in China or reported their disposition, and until this picture surfaced, there'd been no in-service illustration available. Thank you, Mr. Pond!—D.P.M.

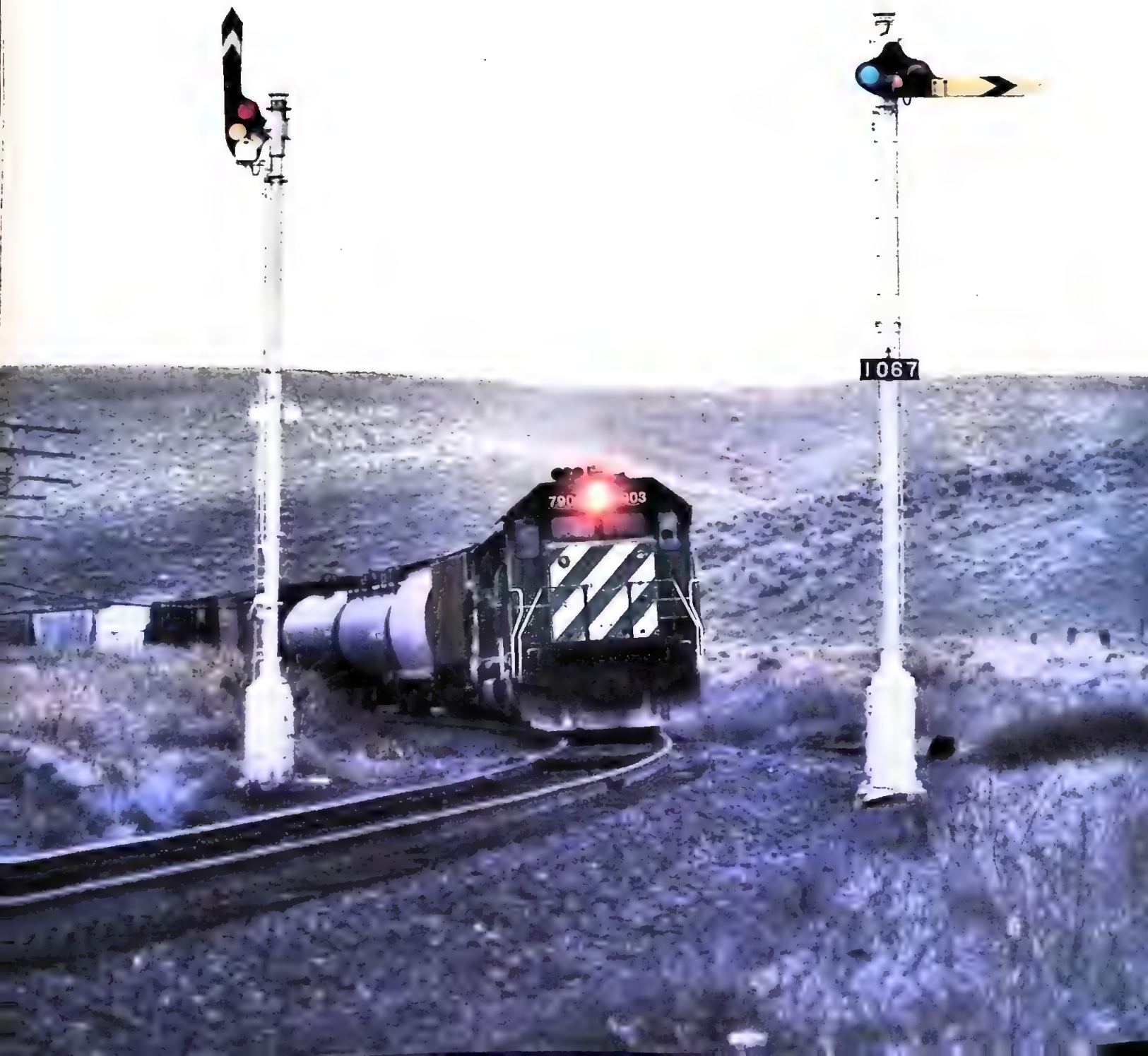


Alonzo W. Pond.

Alco Historic Photos.

1st Sub forever

Heading for a dramatic and active second life



BURLINGTON NORTHERN'S ONE-WAY RAILROAD—2

BRUCE KELLY

1 WITH the issuance of Burlington Northern Seattle Region Timetable No. 8 on Sunday, October 26, 1986, came sweeping changes in the railroad's apportionment of its northwest routes. The Montana Division's mountainous, river-running trackage was incorporated into the Seattle Region, and the numeric listing of subdivisions was changed to fit the new scheme. Of the many shufflings of line segments, the transition of the High Line (former SP&S) from 5th Subdivision to 3rd Subdivision of the Portland Division was perhaps the most appropriate, although by no means the most widely recognized. A more fitting sendoff could not have been given the Spokane-Pasco (Wash.) route of trestles and tunnels we covered last month [pages 24-33]—for it had been the 3rd Subdivision of the Spokane, Portland & Seattle Railway in that system's final years. Now in 1987, the High Line's future looks bleak. New tri-light signals and electric switch locks at the new Fish Lake crossover (for now, designated Cheney Junction) spell abandonment for the 3rd Sub.

Over on the 1st Sub, however, the wide-open spaces of eastern Washington cannot hide the massive preparations under way for that line's rise to Columbia Plateau supremacy. New talking hot-box/dragging-equipment detectors at Beatrice and Ritzville, plus the established ones at Babb and Mesa, complete BN's ultimate protection plan here of scanner sites every 30 miles. The 10 new passing tracks laid at existing stations, plus the new, hard-to-reach (by road) Sands siding at MP 84.9, need only a final ballast-tamping and installation of switch motors to ready them for the Centralized Traffic Control operation, expected to begin by midsummer. Instead of burying a communications cable along the 1st Sub's 136 miles from Pasco to Marshall, signal crews are mounting trackside microwave antennas, wired directly to nearby controlled sidings and signals, which will transmit the CTC commands of the Wishram East Dispatcher (successor to the Pasco East desk) across the clear, dry plateau sky.

The Columbia Plateau as a whole embraces what must be North America's most widely spaced double-track main. In their diverse travels between Spokane and Pasco, westbound freights on the 3rd Sub and eastward freights (plus Amtrak's *Empire Builder* Portland section both directions) on the 1st Sub are, at their greatest separations (Mesa to Snake River Junction; Lind to Washtucna) 20 miles apart. The brisk, effortless 0.4 per cent High Line descent from Mock to Snake River Junction mutes the prime movers in diesel road units so that only the thunder of tonnage upon wheels against rails indicates another westbound's progress toward Pasco. Over on the 1st Sub, BN's eastbounds behave in a very different way—engines fully throttled, flanges biting at 6-degree curves or singing down fast tangents, air horns blowing for a multitude of farm-town grade crossings. Considering all the sprucing up being done on its sage-covered 1 per cent profile, the 1st Sub appears to be headed for a dramatic and active second life. Now more than ever, it's the Portland Division's No. 1 road.

Both photos, Bruce Kelly.

1ST SUB SCENES: Semaphores between Connell and Hatton (left), Pasco yard tower (above).

Pasco puts 'em together

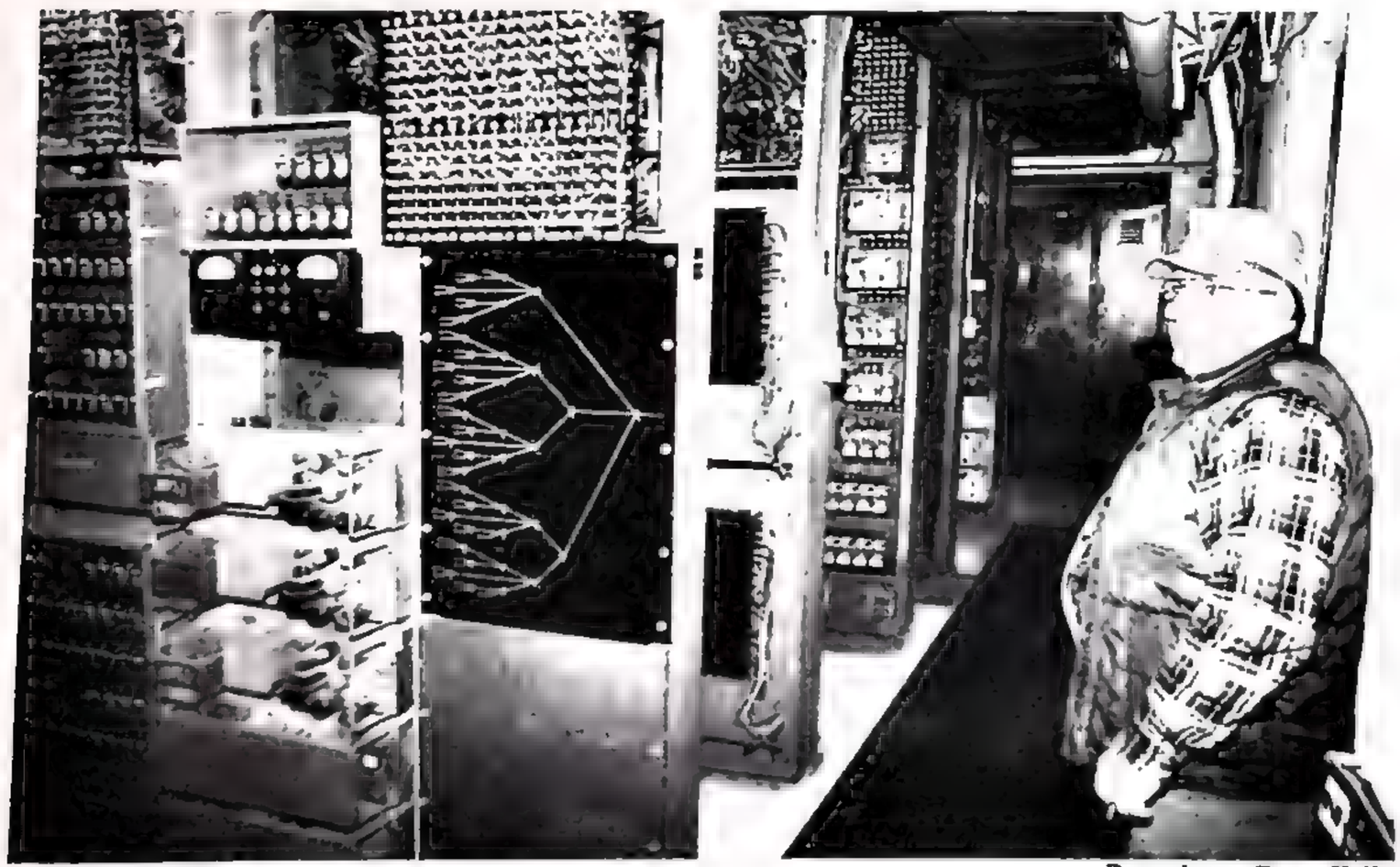
When the Columbia River Bridge between Pasco and Kennewick opened in 1888, the prosperous town of Ainsworth seemed to dissolve into the Snake River's confluence with the Columbia, casting seeds to the waters to travel upstream and spawn the bustling Tri-Cities region of today (Kennewick, pop. 34,397; Richland, 33,578; and Pasco, 17,944). Now, Ainsworth is only Ainsworth Junction, Milepost 233.2 on BN's 3rd Subdivision, Portland Division, where the High Line splits from a line leading to branches to Pendleton, Ore., Walla Walla, Wash., and a connection to the Camas Prairie, jointly owned by BN and Union Pacific.

Whether by train, truck, or river barge, most commodities moving to and from eastern Washington encounter Pasco in their journey. Northern Pacific had that situation in mind when it chose Pasco as the site for its

first automated classification yard. Showcasing the latest in vacuum tube/-toggle switch/rheostat technology, Pasco's hump began sorting cars for NP and SP&S (jointly owned with Great Northern) in the summer of 1955.

BN's activity at Pasco on a cold November day in 1986 bears little resemblance to the high-volume, pre-merger box-car era. But overall, the structure and function of Pasco hump is unchanged since its birth 32 years ago. Men such as signal maintainer Fred Hamilton, accustomed to the solid-state, microprocessor world of today's BN, poke fun at the antiquated hardware in the basement of Pasco's main yard tower. Banks of relays, tubes, and wire harnesses all click and buzz in their task of activating turnout motors in the yard's bowl, throwing out new orders on the dwarf signals and applying just the right squeeze to hump retarders. But as Fred says, the 1950's technology "still does the job."

The ongoing job of pulling inbound trains over the hump, breaking them into ordered blocks, and reassembling them in the departure yard is handled by one of the northwest's largest concentrations of SD9's. In NP times, Baldwin road-switchers (re-engined with EMD's) and hump trailers did the work; today, six-axle EMD's are favored for their adhesion on the hump, and the SD9's fit that bill without an overkill in horsepower and fuel consumption. Intermodal trains pause at Pasco only long enough to change crews, and are off again in minutes, but other freights and unit grain trains rarely slip through without reclassification. Even westbounds off the 3rd Sub—Klamath Falls-bound 671, for instance—occasionally enter the yard for

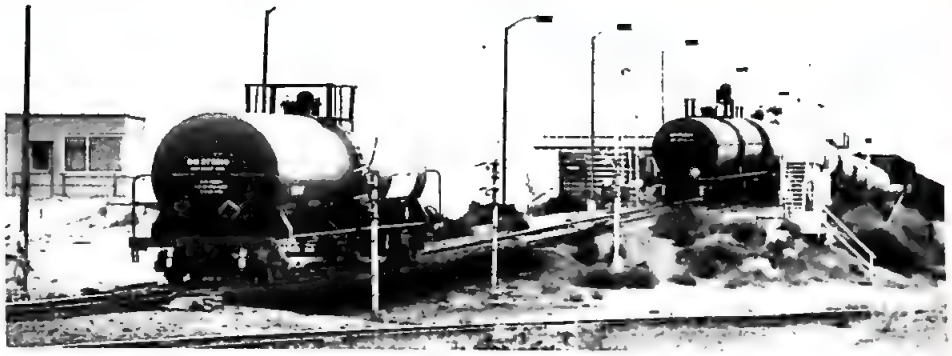


Four photos, Bruce Kelly.

FRED HAMILTON, signal maintainer, says Pasco yard's 1950's electronics still do the job.

PASCO hump and yard favorites: SD9's are six-

a shuffle. For trains 100, 208, and 228, Pasco is the launch point. SD9's build 'em in the yard, and SD40-2's, cabless B30-7A's, and GP50's haul 'em east up the 1st Sub to Spokane, thence on to Chicago, Northtown (Minneapolis), and Laurel, Mont., respectively. Eight miles out of Pasco, roughly 5 miles from the main yard, 1st Sub eastbounds exit the APB (Automatic Permissive Block) territory and enter the realm of 1 per cent grades and 6-degree curves, upper-quadrant semaphores and solar-powerd tri-light signals—the ABS-controlled 1st Sub.



DATING from 1955, Pasco hump sorts cars for most everything except intermodal trains.

I motor, but avoid horsepower and fuel-consumption overkill.

EMPTY grain train splits blades at Glade, whose west switch has been relocated.

Bruce Kelly.

FEW TRAVELERS heed the invitation of Lind (pop. 567) to make the 2½-mile detour off Highway 375; if they do get to "downtown," they'll find BN's 1st Sub main, Slim's Tavern, a grocery, and not much else.

Bruce Kelly.

Lind's Milwaukee memories

Lind: 1372 feet above sea level, Milepost 82 on BN's 1st Subdivision, Portland Division. The *Empire Builder* sails through by night—eastbound at 10:03 p.m., westbound at 2:42 a.m. Situated in a low-lying hollow (rails climb out of town on 0.6 per cent westward, 1 per cent eastward), Lind will be a good place for meets when the two-way action starts. Forgetting the railroad, Lind is a minor crossroads where farmers can buy their groceries and swig a drink on the same block. Very few travelers on Highway 395 take the 2½-mile detour into "town"—not much to see except abandoned gas stations, rustic shops, and an interesting contradiction: disused grain elevators standing tall above a farm machinery sales lot . . . shiny new tractors that will never plow an acre.

Lind: Another hundred feet above sea level, 35.4 miles east of Othello on what was Chicago, Milwaukee, St. Paul & Pacific's never-electrified 3rd Subdivision, Coast Division. Weed-covered roadbed reaches out east and west. It's hard to imagine that less than a decade ago, SD40-2's and heavy freights trod here. West of Lind, the pillars and abutments of the Milwaukee's viaduct across the former NP line look more like the ruins of some Greek or Roman coliseum. When the Milwaukee Road evacuated Washington state, some of the luckier Lines West employees signed on with Burlington Northern. Surely they're the ones who today, in passing Milepost 83, gaze out solemnly from the cabs of safety-striped GP50's and bow their heads in remembrance of a fallen orange-and-black flag.

Harley Kuehl.

ABOVE Lind is the old Milwaukee right of way; to the west, run-through MILW SD's on BN 100 relive old times at 6:50 p.m., October 27, 1986.

Run 8 [illegible]zville

Eastward from MP 53, the green road engines are notched back up to full throttle for the 17-mile climb from Lind (elevation 1372 feet) to Ritzville (1824 feet). Though the 7.7 miles from Lind to Paha appear straight and featureless when viewed from Highway 395, a closer inspection at trackside reveals the 1st Sub's roller-coaster profile—what the engineering department calls *vertical curvature*. Throw in an average incline of 0.7 per cent, plus a few stabs of 1 per cent, and even the best of BN's hoggers must confine their undivided attention to matters of trailing tonnage, horsepower-per-ton ratios, and miles per hour. Between Paha and Ritzville, the gradients remain the same while the curvature becomes a more lateral situation, with flanges heating up on the 3-degree kinks.

Much of eastern Washington was a barren, dry, good-for-nothing wasteland when NP first laid tracks here. Reported one East Coast journalist: "The colonists in that region would need a Moses at every mile-post to smite the black, ugly rocks with his rod and make the water gush over all the parched land." During a midsummer reconaissance north of Crab Creek with the NP's Northern Transcontinental Survey, scientist E. W. Hilgard noticed that wild ryegrass grew more abundantly from soil that had been burrowed by moles. Through careful tilling of the land, combined with irrigation and tougher hybrids of wheat and lentils, early landowners who had bought literally dirt-cheap spreads alongside the railroad's right-of-way not only multiplied their property's value, but sparked the land boom of 1888. Phil Ritz—a stockman residing along upper Cow Creek—traveled clear to Walla Walla to recruit settlers for his up-and-coming region. When the dust cleared in 1902, Ritzville marketed 2 million bushels of wheat a year.

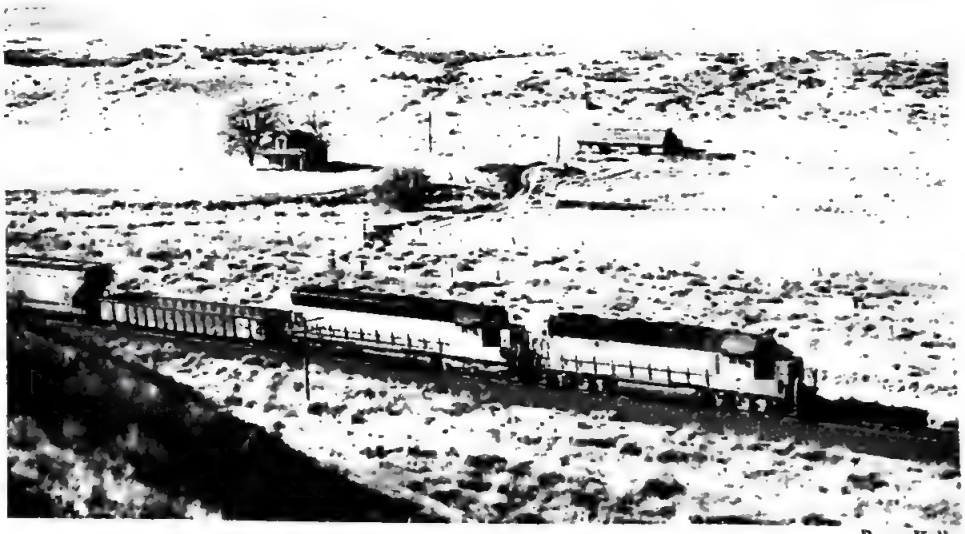
Grain elevators in Ritzville and outlying areas aren't filling too many rail cars anymore, but the NP-built brick depot looks able to serve another century. Ritzville's citizens need not be reminded of the permanence of BN's 1st Sub rails which bisect their town. Almost prophetic—and luckily without serious injury—was the derailment of train 100 on September 27, 1986. Prophetic because in blocking the 1st Sub with 21 jackknifed cars, 100's mishap forced BN to run all Pasco-to-Spokane trains on the High Line, an alternative that won't be available after the 1st Sub's CTC goes to work this year.

Fred M. Simon.

QUARTET of SD40-2's sail past the typical-NP Ritzville depot April 12, 1985, with train 120.

Bruce Kelly.

RUN 8: Solar-powered tri-light signals greet G3DPS on 1-mile, 1-per-cent climb at MP 78.



Bruce Kelly.

EAST of Paha, 208's GP39-2/SD45 pass abandoned farm, a legacy of Columbia Plateau boom.

Bruce Kelly.

SECOND 100 slithers along Sprague Lake between Tokio and Sprague, near the old Dayrock spur, in mid-afternoon of November 8, 1986.

Up from the desert

Along the 1st Sub's 17-mile crossing of Lincoln County, everything is Sprague. Between the old spurs at Pifer and Dayrock, there's the angler's roost of Sprague Lake. At Milepost 41.3 is the Sprague depot and the town proper. And for 10 arduous miles to the east is the 1.06 per cent Sprague-to-Fishtrap grade—otherwise known as Sprague Hill. J. W. Sprague—General Superintendent of NP's Western Division at the turn of the century—would be proud to see his name on so many landmarks. He might not be too enthused with today's town of Sprague, however, for little is left of the community that once hosted NP's division headquarters, a population of 1689 souls, and engine shops considered "the largest and best equipped west of Brainerd, Minn." In 1894, railroad laborers went on strike, and NP temporarily shifted its division HQ to Spokane Falls (now Spokane). One year later, a fire of unknown origin destroyed the Sprague roundhouse, shops, and 24 locomotives, as well as part of Sprague's business district; more than half of Sprague's townspeople moved on to more promising surroundings.

In 1986, Sprague experienced a minor rebirth of its railroad heritage. Maintenance-of-way tool and dormitory cars became permanent fixtures on the old siding and team track, and crossties, track parts, and signal hardware were stockpiled for the ongoing improvements taking place to the west (new, longer Sprague siding) and east (new signals and tie renewal) of MP 41.3. At first glance, the new solar powered tri-light signals being planted on Sprague Hill seem identical to their predecessors installed in the 1970's, but the modern versions utilize the latest in photovoltaic technology—pulling more sunlight than before (when the sun is shining, that is) to maintain the charge in trackside battery bunkers. Also, as a cost-cutting measure, lenses are directed both east and west from a single mast. With the dawn of CTC less than a year away, the new signals function now as approach-lit Automatic Block Signals—as restrained from their high-tech capabilities as the new microwave antennas rising up on hilltops from Marshall to Pasco. When it's all wired together, the Wishram East Dispatcher in Seattle will be spared the humility of asking 1st Sub mainline trains where they are and how fast they're going.

TRAIN 92 splits downtown Sprague, which enjoyed revival with 1st Sub MofW forces.

Bruce Kelly.

Fred M. Simon.

AT Marshall June 10, 1986, No. 100, with three SD40-2's and a B30-7A, juxtaposes with the two SD40-2's and SD45 on counterpart 101.

Marshall Canyon's other side

"Train number two calling the Spokane Relay."

"Spokane Relay answering number two."

"Yeah, this is number two; we'd like permission to enter the APB at Cheney."

(Pause)

"Spokane Relay to number two, the Extra Thirty-one Fifty-nine East . . . you have permission to enter APB territory at Cheney, and run to Marshall—train ahead . . . Over"

No. 2's engineer repeats the radio authorization, and the conversation ends with "Spokane Relay out." Now the priority consist of eastbound trailers and containers passes the almost imperceptible crest at Mileage 17.8, the 1st Sub's 2369-foot summit. Soon there's Cheney, 2343 feet above sea level, where F-unit and Geep helpers used to uncouple from heavy westbounds in the pre-OPEC years when NP and BN could afford to drag lumber and grain traffic up and down the 1 per cent grades. Now it's merely a place to park MofW equipment and empty hoppers. After Cheney begins the descent of Marshall Canyon: 1 per cent from Cheney to Marshall through signal territory classified Automatic Permissive Block, or APB, and 1.2 per cent from Marshall to Empire. Why the *permissive* element? In addition to the sporadic parade of trains 2, 92, 100, 120, 208, 228, and 672—plus any number of eastbound empty grain symbols—there are three Spokane-based locals which run west up Marshall Canyon, against the current of traffic, in their regular duties. Originating at the Yardley and Parkwater facilities in Spokane, these are the "Hi Ball," which leaves the 1st Sub main at Marshall to do business on the 86-mile Moscow Branch; the "Babb" or "Cheney Switcher," which pulls Portland-bound grain loads (brought in off the branch by the Hi Ball) from Marshall and shuttles them through the old SP&S/NP crossover to Scribner, where High Line westbounds make the final pickup—customer spurs at Cheney are also a part of the daily repertoire; and then finally, the "C.W.", which makes a two-day round trip on the 109-mile branch out of Cheney to Creston, Wilbur, and Coulee City. In its previous form, the NP's Washington Central branch extended south from Coulee City to Adrian, Wheeler, and Warden and rejoined the main line at Connell. Who would have predicted that in 1986, a new outfit called the Washington Central would propose to buy the remaining trackage west of Connell from BN?

Double track was installed between Marshall and Spokane in 1910 as part of a systemwide attempt to ease goods shipment. To the crews of today's fast intermodal trains, the only vestige of Marshall Canyon's old double main (the second track was removed by BN in the late 1970's) is an empty grade shouldering the north side of the 1st Sub rails, blurring by at 65 mph. CTC signals and the authority of BN's Boyer West Dispatcher take hold east of Marshall as the metropolis of Spokane draws near.

WEST of Marshall, local with GP38 and three GP9's rounds curve at 1:10 p.m., September 11.

Bruce Kelly.

Fred M. Simon.

IN 1980, helpers were in vogue, as this cab view at Empire attests. For 1st Sub eastbounds, Empire gives last brief taste of 1-per-cent style.

Railroad Avenue

Just west of Milepost 3 (from Spokane depot), the 1.2 per cent descent from Marshall Canyon bottoms out for the quick hop over Hangman Creek and angles upward again to a final, brief taste of the 1st Sub's 1 per cent style; the whine of dynamic brakes segues into the throbbing cadence of fully-throttled V-16 power plants. Upward they go along Empire siding, where excess grain empties are stored when Yardley's meager holding tracks are full (empties or not, abundant hand brakes are tied down for respect of the grade). Upward across Interstate 90, still climbing 1 per cent as the rails across Latah Creek Bridge swing in from the left on a 0.8 per cent descending grade. Latah is used by 3rd Subdivision westbounds and Seattle-Spokane traffic, and the lines converge and level off at Sunset Junction, where the 1st Subdivision, Portland Division ends, and the 6th Subdivision, Spokane Division begins (specifically, the 6th Sub begins at Latah Junction, 0.8 miles west of Sunset Junction across Latah Creek Bridge; 1st Sub eastbounds make the divisional change at Sunset Junction).

Out of Sunset Junction, eastbounds would call UP Tower (BN Tower to the UP), the structure guarding the crossing of UP and its subsidiary Spokane International with BN, advising the operator of their approach through the city. But the interlocking tower fell victim to remote-control, and was razed in early April 1987.

For the remaining mile to Spokane depot, and nearly another mile beyond, eastbounds off the 1st Sub pass above busy city streets and between skyscrapers and warehouses on an elevated corridor completed by NP in 1917. At the turn of the century, street-level switching of yards and factories in downtown Spokane was so prolific that crossing guards were assigned at every grade crossing, reaching out from their tiny watchtowers to lower gates and ring

Bruce Kelly.

EASTBOUND lumber drag on 1-per-cent climb enters Spokane Division at Sunset Junction (above); west of Amtrak station, train 13 crosses Washington Street on 1915 viaduct (right).

Bruce Kelly.

SPOKANE NP (Amtrak) station, Milepost 0, sees post-midnight *Builder* combination.

bells for the continual passage of trains and switch engines. "Railroad Avenue," they called it, with a great sense of dread. Spokane grew from a population of 400 in 1882 to 105,000 in 1911 (and shortened its name from Spokane Falls), and the growth prompted a city ordinance that required NP to raise its 4½ miles of city trackage. When NP announced its plan for the $2½-million project, downtown industries filed suit on the grounds that the grade elevation would require expensive alterations to their loading facilities. Some trestles were already in place by 1913 when a court injunction halted construction, but by the summer of 1915, most of the suits were settled with the railroad's pledge to raise factory loading docks at no charge as the separation progressed. Chief Engineer W. L. Darling ordered minimum street clearances of 12 to 14 feet for the 17 overpasses, and upon completion in 1917, 750,000 cubic yards of fill, 150,000 barrels of cement (for the retaining walls, which still divide the city on an east-west axis), and nearly $4 million had been poured into the viaduct, wide enough for up to six tracks, and stretching from the shoulder of Hangman Hill at Sunset Junction to the Erie Street Yard.

The former NP Spokane station, Milepost 0, is the midnight haunt of Amtrak's *Empire Builder*. By the book, No. 28 from Portland (1028 in the BN timetable—BN changed Amtrak numbers to avoid confusion with its own single-digit TOFC/COFC trains) arrives at 11:40 p.m., followed 10 minutes later by No. 8 (1008) from Seattle. The two depart as No. 8 at 12:25 a.m. Westbound No. 7 (1007) sometimes has trouble keeping its advertised time of 12:35 a.m., especially in a hard winter, when the weather can take its toll on the long haul across North Dakota and Montana. Even as the Superliners are switched into Nos. 7 and 27 (customarily, the train comes in with both sleepers on the rear and must be rearranged, as opposed to merely split up as happens at Salt Lake City with the *California Zephyr*), daily eastbound freights numbered from 2 to 672 will sail past the depot before filing into Yardley for a change of crews, plus the addition of occupied cabooses (still required by Montana law). On occasion, they pass their odd-numbered counterparts which are just leaving for the High Line trek to Pasco and Portland.

In its quest for higher profits and fewer expenses, Burlington Northern's corporate core is eager to be rid of difficult-to-maintain, nonproductive routes such as the High Line. Whether or not the 1st Sub will prove worthy of all its high-tech, big-dollar improvements remains to be seen. Western train-watchers probably won't rush to the 1 per cent grades in any greater numbers after the Wishram East Dispatcher's CTC panel comes on. BN engineers and conductors and track workers residing in eastern Washington ought to be smiling, though . . . the ones blessed enough to be spared the axe of a recession, anyway. For them, the 1st Sub is a lifeline. An ugly dependence perhaps, but in the end they'll see that this is progress for sure. ⅃

ACKNOWLEDGMENTS—Burlington Northern: Les Bahls, Bobby Brooks, Ralph Knutson, Cruz Nicacio, John Scharff, Katon Serafine, Robin Willis, Fred Hamilton, the Parkwater roundhouse staff (for copies of the latest lineups), the Pasco Yard tower staff, and engine and caboose crews for their encouraging waves and air-horn salutes; Union Pacific: Harley Kuehl; *CTC Board*: Fred Simon, BN news editor; and Brian Rutherford, who scoured the Stanford University library for the elusive SP&S and NP grade profiles.

Bruce Kelly.

Self-portrait on Sprague Hill.

BRUCE KELLY, 24, was born in Great Falls, Mont., lived in Spokane until 1969, moved to California with his family until they returned north, to Coeur d'Alene, Ida., in 1984, where "after years of suburban life, it's nice to sleep at night with only the sound of the wind or dogs barking." With college credit toward a degree in photography, he has worked for labs, as a commercial photographer, and as a reproduction cameraman. His work has appeared in most popular rail magazines. He misses California railroading (most of the photos with Randall Caprine's SP Beaumont Hill article "The Hill" in February 1985 TRAINS *were his) but is content with BN and "the endless rail photographic possibilities of the northwest."*

Rock Island's mountain railroad

TUNNEL 1 at Milepost 118, Freeburg, Mo.

Recollections of the St. Louis Line

F. WESLEY KRAMBECK

PHOTOS / **THE AUTHOR**

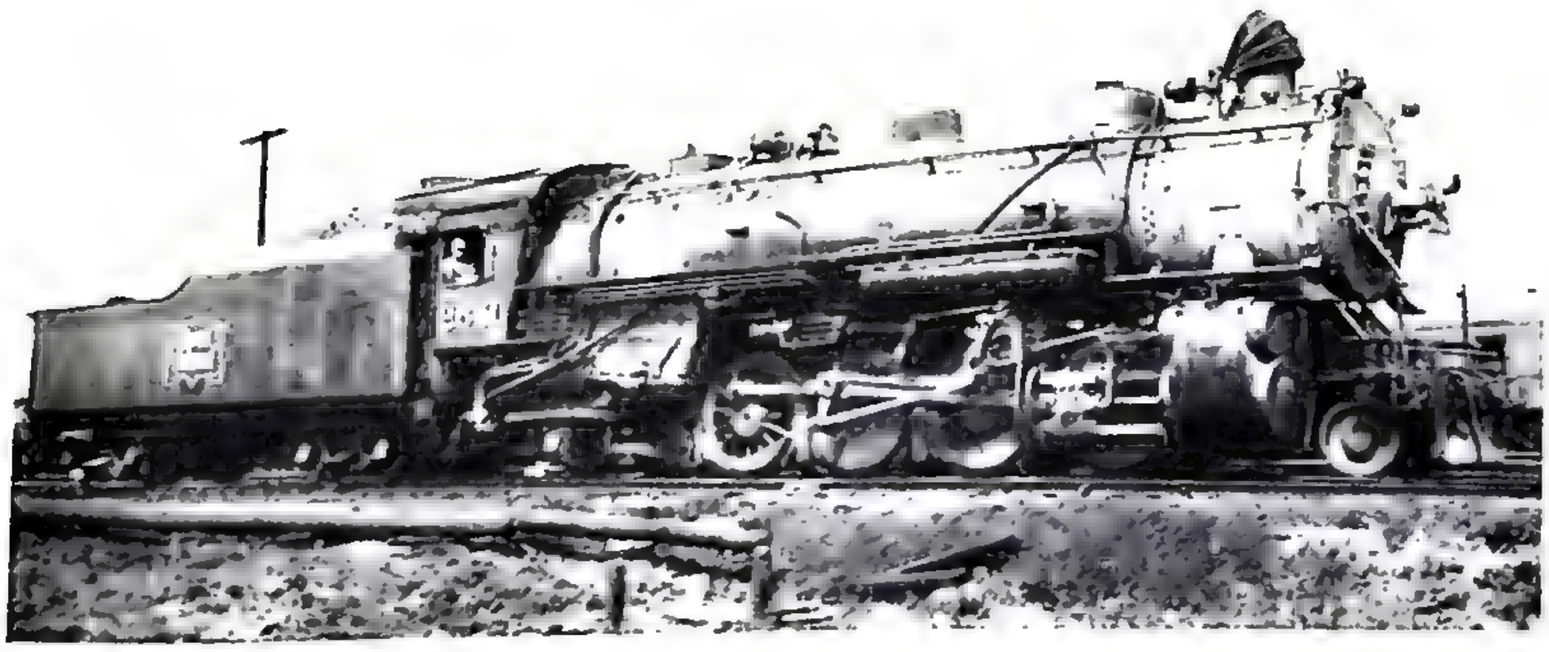
1 THE Chicago, Rock Island & Pacific's St. Louis Line, which ran from St. Louis across Missouri to Armourdale Yard in Kansas City, Kans., 300 miles, offered some of the most beautiful, spectacular scenery of the whole Rock Island system, especially on the eastern half, the 157-mile subdivision between Carrie Avenue Yard, St. Louis, and the division point of Eldon, Mo.

The original line was a part of the Wiggins Ferry operation, incorporated as the Saint Louis & Fort Scott Rail Road in May 1870. The line became the St. Louis, Kansas City & Colorado in 1887 under the control of the Santa Fe, went into receivership, and was acquired by the Rock Island in April 1902. CRI&P completed it into Kansas City in 1904. When Freeburg was the end of the line, passenger trains were numbered 101, 102, 105, 106, 107, and 108, but when the line reached Kansas City they had been renumbered 1, 2, 3, 4, 5, and 6.

In the 157 miles between Carrie Avenue and Eldon, there were 223 curves. One near Maryland Heights was almost a complete circle. In places, an engineer could not see more than 800 to 1000 feet ahead of his locomotive. There were many high steel bridges, but the most spectacular were two between Owensville and Eldon: Bridge 1146 over the Gasconade River near Gascondy, and Bridge 1433 over the Osage River near Henley. During World War II, armed guards were stationed on these bridges.

The line also had four tunnels: Tunnel No. 1 at Milepost 118, Freeburg; No. 2 at MP 128, Argyle (originally known as Koeltztown); No. 3 at MP 149, Eugene; and No. 4, a short tunnel at Vale, between Pleasant Hill and Kansas City. Other than the mainline Split Rock Tunnel near La Salle, Ill., bypassed in the 1950's, these were the only tunnels on the Rock Island.

The ruling grade between St. Louis and Eldon was 1 per cent eastward, 0.874 per cent westward; between El-



A 1941 accident on Espee led to Rio Grande tunnel stack on Rock Island 2640.

GUARDS protected Osage River bridge 1433 near Henley.

VESTIBULE look at a curve on the St. Louis Line west of Meta.

don and Kansas City it was 0.8 per cent in each direction. The highest point between St. Louis and Eldon was Belle Hill, elevation 1023, 105 miles from St. Louis betwen Summerfield and Belle. Between Eldon and Kansas City the top was Crest, elevation 1078, 104 miles east of Kansas City between Cole Camp and Stover.

Near Tavern Rock, the railroad ran between the Missouri River and high bluffs, and the Rock Island maintained a bluff patrolman to scale down any rocks that showed signs of falling.

Snow was not a problem, and I cannot recall a snowplow having ever been operated on the St. Louis Line; however, the railroad did have to contend with ice storms and freezing rain.

After the Rock Island got the line, passenger service consisted principally of trains 25-26, a St. Louis-Colorado fast night train, and 23-24, St. Louis-Kansas City daylight locals. By the early 1930's, only trains 23-24 were left, and these train numbers lasted until the end of passenger service.

The freight trains consisted of fast trains 92-93 and 96-97, plus daylight locals 85-86. No. 93 usually made the run from Carrie Avenue to Armourdale in 12 hours, which was good time considering fuel and water stops, a crew change, a fill at Eldon, and the terrain.

THE majority of enginemen on the St. Louis Line were calm, pleasant, easy-going, and slow of speech. Some had an uncanny way of sensing trouble before it occurred. It was said an engineer on a St. Louis-to-Eldon freight once had an uneasy feeling about a certain fill. He stopped the train, uncoupled the engine, and went over the fill with the light engine, but before he could return to his train, a portion of the fill slid out from under the track.

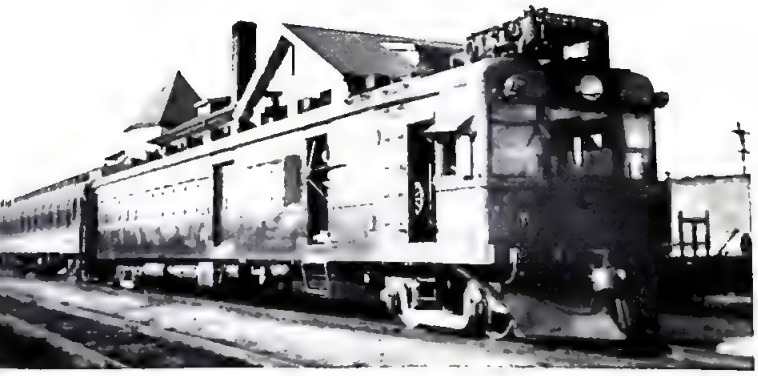
The story was told of another old-time passenger engineer with a handlebar mustache, named Brittingham, and the trainmaster who had been riding him about not making the time on the fast night passenger between St. Louis and Eldon. One night the trainmaster decided to ride the engine with Brittingham. The engine was a heavy P-40 class Pacific of series 950-979; after clearing St. Louis, the engineer pulled the throttle wide open and sat back and grinned at the trainmaster, figuring that was the best speed he could make.

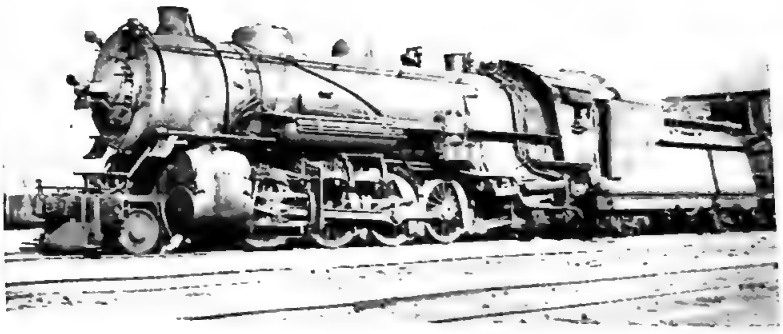
In the 1920's and 1930's, St. Louis Line Conductor J. P. (Jim) Bullard attained considerable attention and publicity by turning his assigned caboose, RI 18058, into a Rock Island get-the-business office. On each trip over the road, Jim would send a note to shippers of commodities in his train, thanking them for their business and enlightening them on the progress of their shipments. After Jim retired, his wooden caboose was donated to the Museum of Transport in Kirkwood, Mo., where it remains. In later years Jim also gave his collection of St. Louis Line employee timetables and other historical items to the museum.

THERE were coal mines at various points on the railroad, and considerable coal was mined at Windsor, New Castle, and Bowen. The railroad used much of this coal, which cost about $4.50 a ton, for locomotive use. There was a heavy gravel loading at Hoecker, on the Osage River between Meta and Henley. Also, there were deposits of fine clay along the line, and carloads of it were mined and shipped to St. Louis, where it was used as a base for various products.

As years went by, two small railroads sprang up along the St. Louis Line:

- Versailles & Sedalia, which connected with the Rock Island west of the RI depot at Versailles. This line would have seemed to be a losing venture to start with. Its rails, laid in 1907 and thought to be all 56-lb., ran north and west from Versailles for 6 miles to serve a coal mine and clay plant. Motive power was

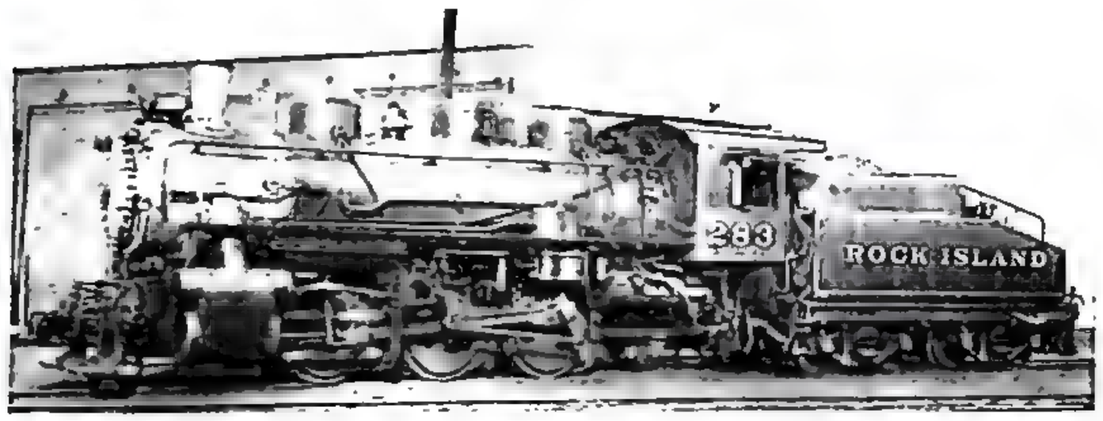




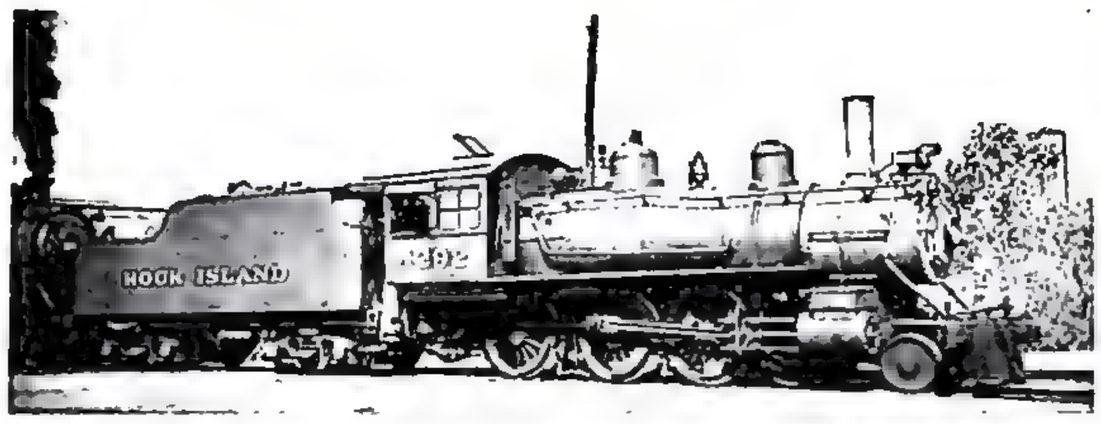
MOTOR CAR 9054 (left) was going it alone on train 24 at Eldon . . . but train 23's internal combustion power surrendered to Mikado 2518.

GUARD shack, guard rails at Bridge 1146 over Gasconade River.

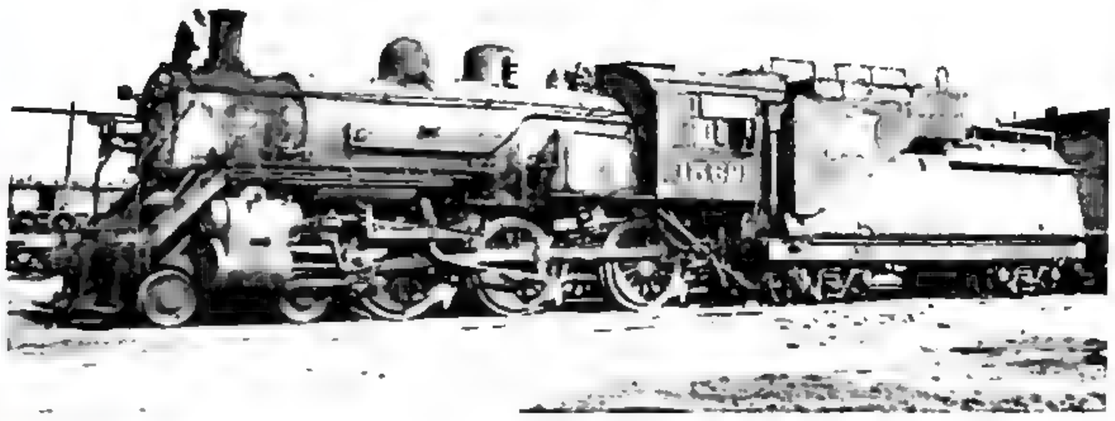
CURVING under a highway overhead bridge near Summerfield.



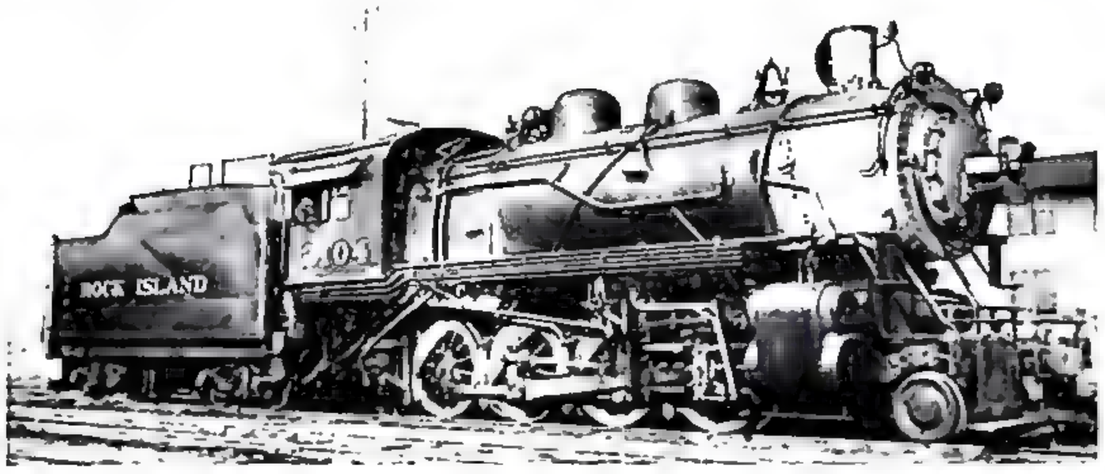
S-53 USRA 0-6-0 283, Alco-Pittsburgh 1919, at St. Louis.



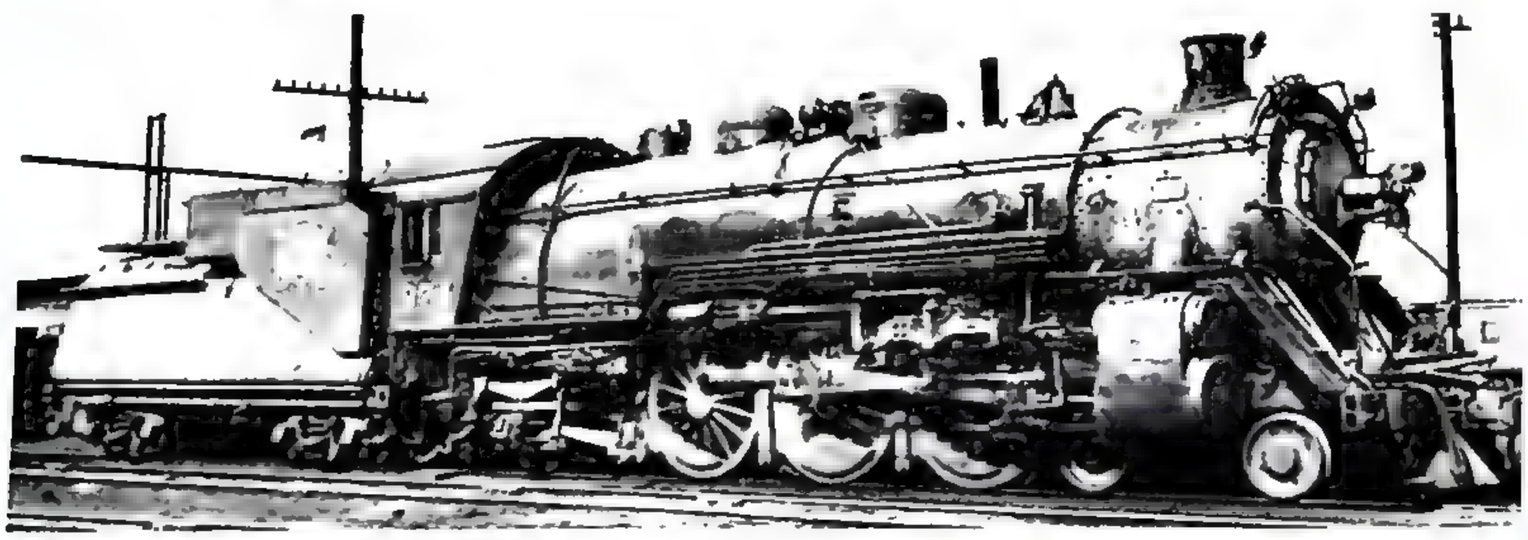
T-27 slide-valve 4-6-0 1292, Baldwin 1902, with USRA 0-6-0 tender.



T-31 4-6-0 1569, Baldwin 1905, with semi-Vanderbilt tank.

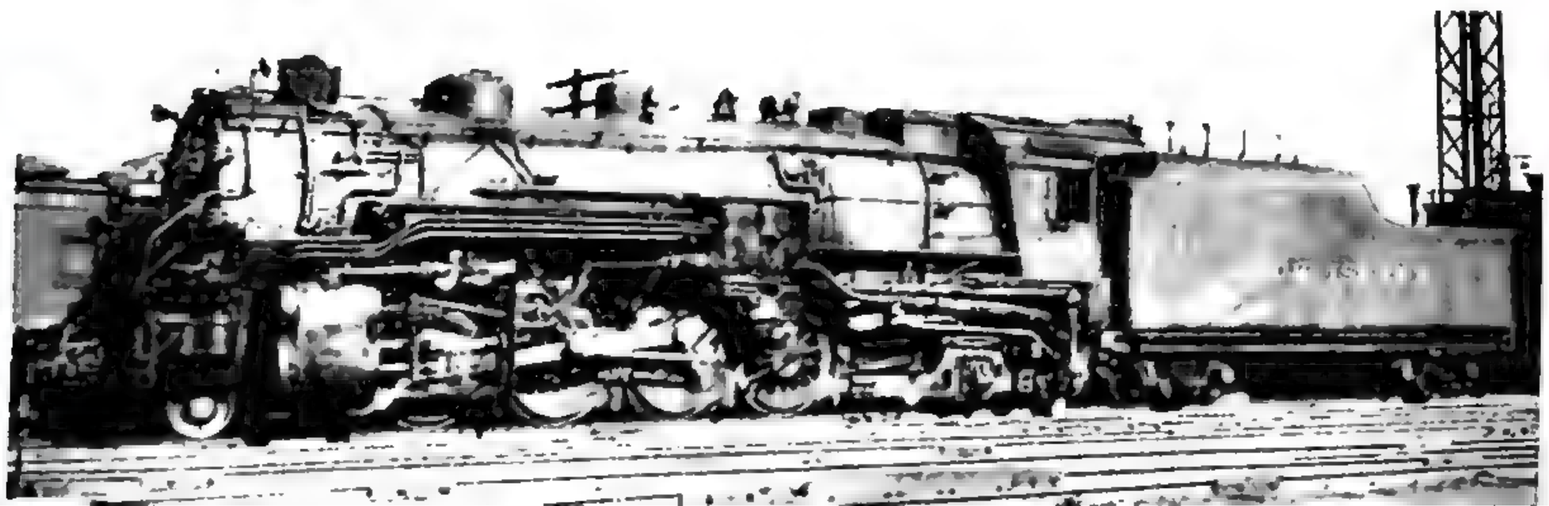


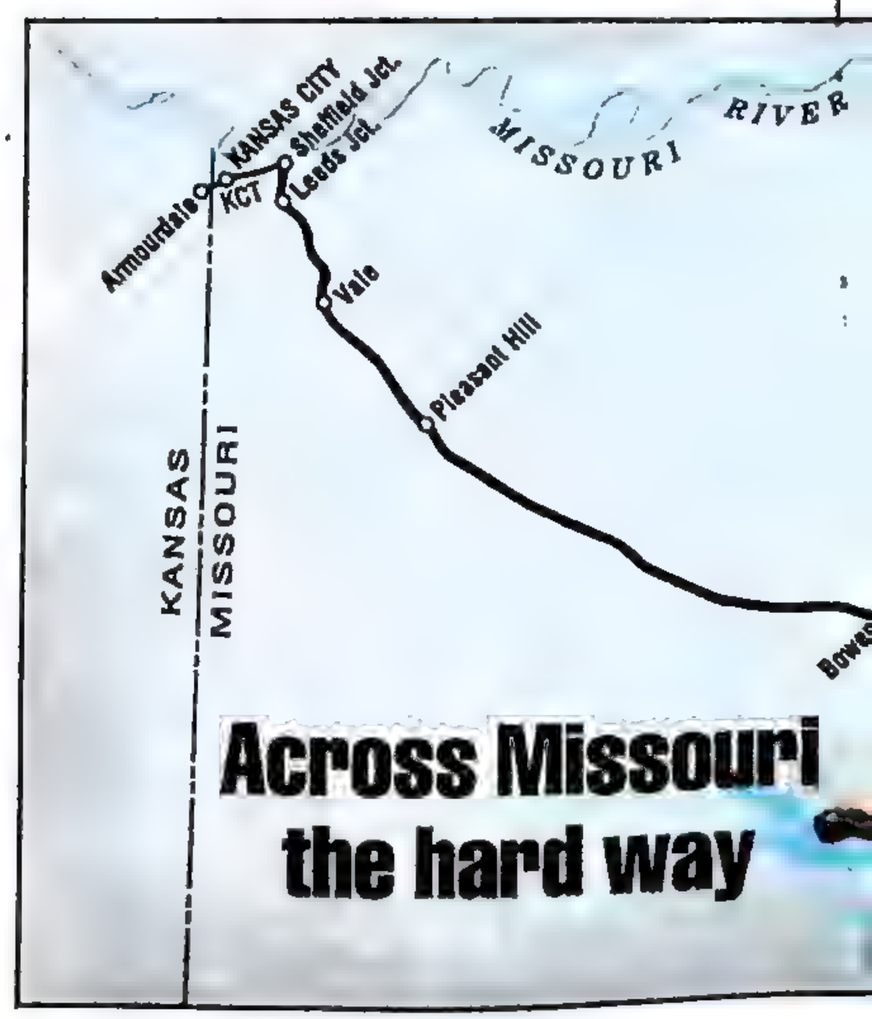
C-43 2-8-0 2104, Alco-Schenectady 1907, an oil-burner.



P-40 4-6-2 974, Alco-Brooks 1913, fill-in for motor cars.

K67B 2-8-2 2703, Alco-Schenectady 1927, oil burner plus booster!





NEAR St. Albans . . . not much like the Rock Island in Iowa, is it?

EAST of St. Albans, another scene *Rocket* passengers never saw.

one "Dinky" (0-4-0) locomotive. The line was abandoned in the early 1920's.

• Hickory Hill Railway Co., sponsored by Dustless Coal Co. of St. Louis. Constructed in 1910, its 60-pound rails ran from Henley 6 miles to coal mines at Hickory Hill in Cole County. Rock Island supplied empty coal cars to this line, but apparently it was unable to develop a market for the coal, for operations were discontinued by 1915 and the rails and equipment sold to National Steel Rail Co. of St. Louis. Motive power was engine No. 2 of unknown type and origin. It was damaged in switching operations, and the engine and tender were loaded in separate gondola cars to be shipped to St. Louis. An engine numbered 792 was used in dismantling operations. After the line closed, Rock Island took the 20 carloads of coal still on hand for locomotive use.

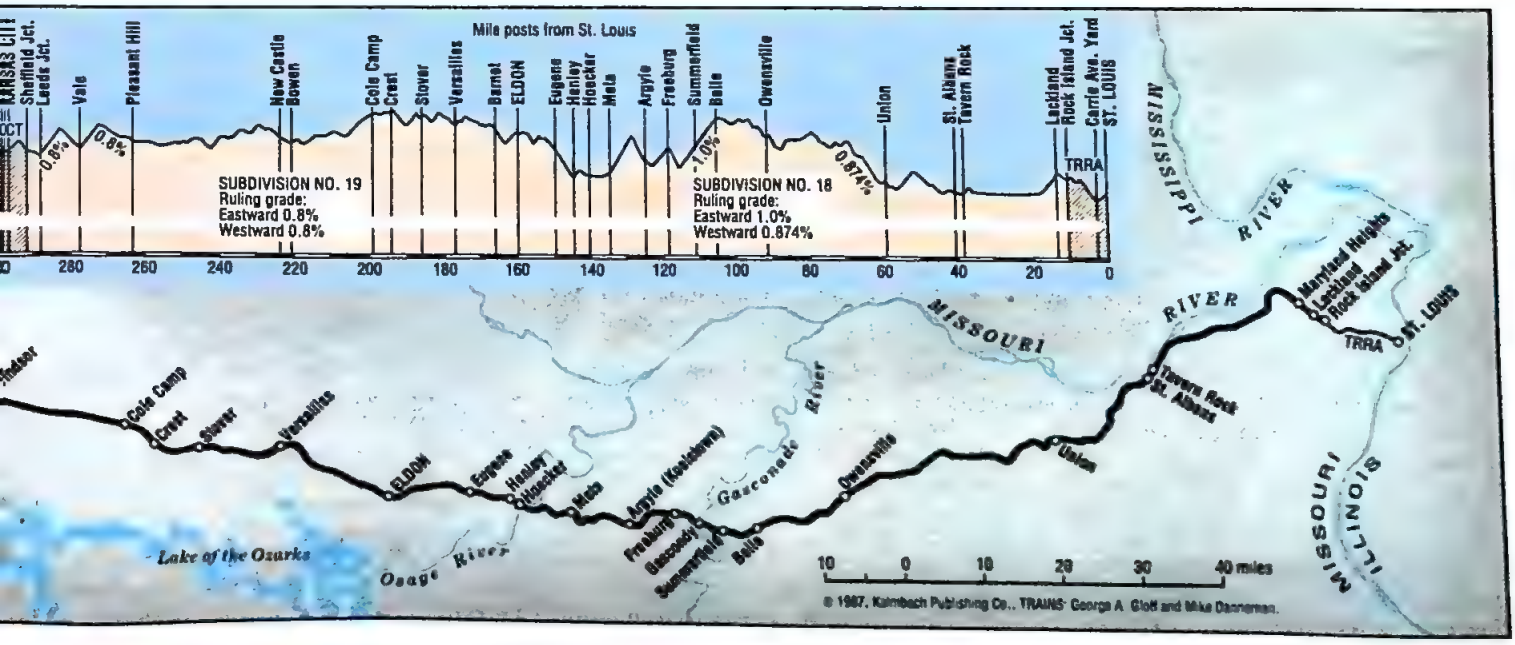
Ola Hyre, a St. Louis Line engineer who later became road foreman of engines on the Missouri Kansas Division, told me that when he hired out in engine service at Eldon, there were 24 pool engine crews on the board. In 1925, there were 17 stalls in the Eldon enginehouse.

During the big economic boom preceding the stock market crash of 1929 and the nationwide depression, freight traffic was so heavy on the St. Louis Line that the Rock Island leased five Burlington 5000-series light 2-8-2's.

On November 19, 1941, an incident happened far away from the St. Louis Line that caused repercussions. Southern Pacific Extra 4193 West, a cab-forward 4-8+8-2 with 96 cars and a caboose, stalled in tunnel No. 26, a 7000-foot bore at Hasson, Calif., due to a coupling breaking, which automatically set the brakes on the train. The oil line from the locomotive to the tender was severed, and fire, smoke, and gas in the tunnel resulted in the deaths of the engineer, fireman, a brakeman, two transients aboard, and 300 head of cattle in 10 cars immediately behind the engine. A student fireman, two brakemen, and the conductor were injured.

This accident caused considerable apprehension among Rock Island officials, and instructions were issued on procedures to be followed in case a train stalled in a tunnel on the St. Louis Line. Rock Island also borrowed several types of tunnel stacks from other roads, including one from the Rio Grande for Mike 2640, for test purposes on the line, but none were adopted.

INTO the 1920's, all passenger service on the St. Louis Line was powered by steam locomotives, but the superintendent was an advocate of motor cars. It was thought that the expense of firemen would be eliminated by their use, and over the years the St. Louis Line used about every type of motor car the railroad had. The Rock Island had a few motor cars which gave fairly dependable service on short runs of 80 to 90 miles and over fairly level track, but on the St. Louis Line's heavily graded, 300-mile railroad, they just couldn't be depended on. Trip after trip, steam was sent out to tow the motor cars in, costly rescues to say nothing of disgruntled



RAYTOWN, 1942 . . . traditional passenger-freight depot with bay window.

WINDSOR, 1971. . . almost as plain as plain can be.

COLE CAMP . . . needing a paint crew by 1971.

STOVER . . . no train orders today, on a line grown with weeds in 1971.

passengers incurring long delays. In later steam years, 4-6-2's 903 and 935 were as regular as the motor cars.

One evening, the roundhouse foreman at Armourdale was questioned about the large number of men working on a motor car, trying to get it ready for eastbound train 24 the following morning. How could the railroad justify their operation with such expense? "We have instructions to charge most of their time to 2500-series 2-8-2 steam engines," he said.

One day train 24 struck an automobile on a public crossing. It developed the engineer wasn't in his seat but back in the engine room, trying to keep the engine operating! (At one time motor car 9057 was assigned to a Topeka-St. Joseph passenger run. The engineer said if the railroad would give him the money they spent trying to keep the motor car running, he would pay for the fireman on a steam engine out of his own pocket.)

Considering the motor cars' overall performance, their operation on the St. Louis Line was a failure. Often passengers would purchase tickets in St. Louis to ride the Rock Island to Kansas City, and when they got out to the train and saw it was a motor car or pulled by a motor car, they would go back into the station and exchange their tickets for other lines. They missed a very spectacular and beautiful ride.

Motor-car passenger service was discontinued on the St. Louis end in 1950, and then cut back to Kansas City-Belle for a couple of years, but it lasted between Kansas City and Eldon until 1960. Rock Island Geep diesels continued to struggle across this 300-mile system appendage until the railroad folded in 1980, however, and the Southern Pacific purchased the entire line in the name of its subsidiary Cotton Belt.

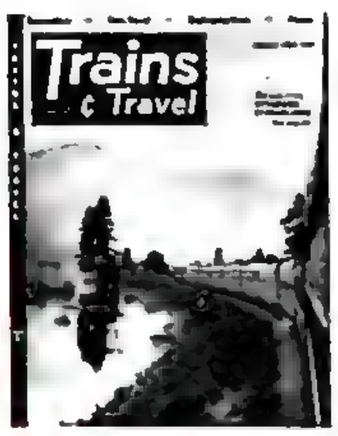
SP has no intention of rehabilitating the St. Louis Line, and the central and western portions have not been operated since Rock Island quit. (Union and Eldon, population 5506 and 4342, respectively, are the largest towns on the line between the suburban areas of St. Louis and Kansas City.) Instead, Cotton Belt established trackage rights across Missouri on the Missouri Pacific (now Union Pacific), and some Rock Island people relocated to Jefferson City to crew Cotton Belt through freights. There is business in suburban St. Louis, where operations are centered at Lackland (MP 17.1). Further, a local freight operates twice a week as far west as Owensville (MP 95.8), but it's restricted to four-axle diesels and a top speed of 10 mph most of the way.

Beyond Owensville—up Belle Hill and across the Gasconade and Osage bridges—Rock Island's mountain railroad is silent. ⅃

F. WESLEY KRAMBECK, 81, is a native of Salina, Kans., the son of a Rock Island engineer. He began a 50-year career with the CRI&P at age 16 in the roundhouse at Herington, Kans., working variously as crew caller, ticket clerk, secretary to the division superintendent, and division chief timekeeper. He and his wife live in Kansas City and have toured Canada, Mexico, and every state in the U.S. except Alaska and Hawaii.

TRAINS: Wallace W. Abbey.

The *Goose* vs. E7's



Once upon a time in TRAINS

1 *BLUE GOOSE* is what they nicknamed the shark-nosed, 4000 h.p., Westinghouse gas turbine-electric B-B-B-B that breezed through the pages of January 1953 TRAINS & TRAVEL (as the magazine was temporarily titled then). I had floorboarded my 1949 Ford to 95 mph trying to pace blue/gray No. 4000 on the Katy in the summer of 1952. In September I rode its cab on a Chicago-Elroy (Wis.) turn on North Western, and came away convinced that "the *Goose* might easily lay a golden egg." After all, a single unit of two-thirds the weight and half the length of the two E7's it replaced was bringing a 17-car *Victory* home at 70 mph for fewer fuel dollars, its two turbines replacing 48 cylinders' worth of reciprocating diesel power. It was fun, but it was not to be.—D.P.M.

Fred W. Schneider III.

Mother was wrong

Before there were SD40's,
Before I could recite the names
Of my favorite roads (now fallen flags),
Before my eye could differentiate
Between a PA on the point of the John Wilkes
And an Erie 4-6-2 hauling commuters through Passaic
Past my grandmother's house,
I loved trains.

My mother used to correct me
When I said, "I love trains."
"No, you like them," she'd instruct,
"Very much."

At the age of two,
I would bolt from my grandmother's dinner table
At the first faint whistle,
And dash to the enclosed porch,
My face pressed to the glass,
Awaiting the soot-blackened behemoth.

When I was three or four,
My father took me to New York
On the CNJ, from Somerville to Jersey City
And then by ferry to Gotham.
The boat is forgotten, but
I remember boarding the green cars,
The steps so big, for a child
It was mountain climbing.
I can still conjure up
The sight, sound, and smell of steam
Escaping from loose connections between the cars.

At fifteen, with my first camera
I'd sit at trackside
For hour after summer hour,
While my friends played ball or fished,
Hoping for endless freights to rumble by.
Even when they didn't,
I felt fortunate to be near their steel rails.

At twenty-three I induced a girl friend
To stand in a snowbank next to me
While I committed to film
A 4-8-4 pounding across a stone viaduct,
Its side rods thrashing in the near blizzard.
She did it for love.
So did I.

Even now, sometimes late at night,
When we are in our bedroom,
The trumpeting of a blue SD or Dash 7
As it approaches the Duke Street crossing
Will divert my attention.

Mother was wrong.
—ALAN F. MENDE

On extension

I ONE NIGHT in late 1929, just before my late Uncle Fritz Krueger was furloughed from the Erie Railroad due to the Great Depression, he was returning home to Clifton, N.J., following a wreck which had occurred on the

main line between Salamanca and Hornell, N.Y. He was riding the business end of the new *Erie Limited*, and it was running late. It stopped to change crews in Susquehanna, and Uncle Fritz said he couldn't believe his eyes!

The new fireman coming on duty had to help his engineer up the gangway into the cab of the K-5 Pacific. The engineer appeared to be close to 90 years old!

My uncle said he whispered to the fireman (if you can whisper on a steam locomotive), "Can he run this thing?"

The fireman replied, "Don't you worry about him!"

Well, they departed Susquehanna after the head-end work was finished. And when my uncle looked across the cab, he said the old gentleman was sitting on the cab windowsill, goggles pulled down over his eyes and the marine throttle all the way out. And he had his left foot on the backhead trying to stretch it out one more notch.

—CHARLES H. GELETZKE JR.

Ordeal by M & Saint L

There are many modes of travel
In this scientific age.
You may make a trip by aeroplane
If you earn a handsome wage.

If time is not a factor,
And you choose to go awheel
You may ride a speedy diesel
In a coach of stainless steel.

If your revenue is smaller
And you need to live on less,
You may take a pleasant journey
On the mail or fast express.

Now, if you're independent,
And your budget's up to par
There's no better means of travel
Than a swanky streamlined car.

But there is another method—
List' you moderns while I tell
Of some ninety miles I covered
On the quaint old M. Saint L.

I had risen rather early;
My appointment couldn't wait,
So I called the station agent,
But he said the train was late.

Then with stolid resignation
A light breakfast I did eat,
And I loitered as I sauntered
Down the walk with heavy feet.

'Twas with more or less reluctance
That I climbed aboard the hack,
For 'twas just an old red waycar
Standing mutely on the track;

But I knew when once we started
She would creak and groan and roll.
Then I cast my gaze about me—
There was not another soul

Had the courage, or the folly
To start out on such a trip
Save the bug-faced old conductor
With his squatty little grip.

First he pulled his red bandanna
And gave his nose a swipe;
Then he dumped some fresh Bull Durham
In his putrid corncob pipe.

And as the smoke, arising,
Curled a halo 'round his head,
I wished I hadn't started,
But had stayed at home instead.

When he hopped off the rear platform—
Gave a highball to the cab,
They must have pulled the throttle
For the brakes began to grab.

The wreck began to shudder
Up and down, and to and fro
As if she couldn't quite decide
Which way she ought to go.

Then suddenly she made a lunge
As if to take the air—
I almost didn't find myself
Still sitting in my chair!

If a table hadn't stopped me
I'd have spilled out on the floor,
And if she'd yanked a second time
I'd have rolled out the back door.

It's a mighty queer sensation
When your chair begins to dance,
And you know if it continues
You'll be busting out your pants.

So to minimize vibration
And to check the wear and tear,
I locked my legs securely
'Round a steel pole anchored there.

But soon I had to loose my hold—
It wasn't any joke—
You see I had to close the stove—
It, too, began to smoke.

The noxious gasses I inhaled;
For oxygen I gasped.
With eyes aflame and throat athirst
My handkerchief I grasped.

No water there to quench my thirst,
No soap to loose the dirt!
No towel to wipe my hands, except
A piece of Aunt Dade's skirt!

A feather duster lies quite near,
Moth-eaten, gray and patched.
I'm sure the birds that bore those plumes
Were in the sixties hatched.

And can it be these wheels that squeak
Beneath this old caboose
Were rolling o'er these prairies wild
Before the slaves were loose?

Perhaps these dents weren't made by nails—
They're bullet holes instead,
Inflicted by some redskin's gun
In vengeance for his dead!

What stories might this old bench tell
Upon which now I sit—
Of hoary travelers long ago
Who coughed and chewed and spit!

The dirt upon the walls is thick—
Still thicker on the floor.
They say the boy who cleaned it last
Died in the Civil War.

And in the air hangs aged smoke
Exhaled from Granddad's lungs;
While on the floor lie horse-shoe quids
Expelled by ancient tongues!

Old wads of gum—well decomposed—
Beneath the benches stuck—
Remembrances of gala days
When gold was brave men's luck.

Here microbes live in luxury,
And germs play fast and loose.
They eat their fill each livelong day
Of stale tobacco juice.

Here dwell small creatures tame and wild,
A rendezvous for mice;
A habitat for roaches sleek,
For bugs and slugs and lice!

O, what is wrong with all my thoughts?
My mind begins to reel!
A sickening sensation
In my abdomen I feel!

My breakfast! Is it coming up?
Or can I keep it down?
Oh, when will this loathsome crate
Blow its whistle for my town?

My nausea is growing worse!
When will this old hearse stop?
Why don't the owners give this junk
To some old curio shop?

Ah, joy unbounded! Can it be?
My station is in view.
A breath of air! I'm rallying:
The journey's nearly through.

You talk about your prisons
And the concentration camps,
And all the other places
For detaining thugs and scamps;

But methinks that when the Devil
Plans to take his gang to hell,
He'll ask to sign a charter
For the miserable Saint L.

—JAMES H. RHOADS

(Inspired by a journey from Watertown to Aberdeen, S. Dak., in the late 1930's.)

The engineer and the trucker

I MANY years ago, when I was a road driver for the now defunct McLean Trucking company, one of our main routes from the Midwest to the Piedmont Carolinas was U.S. 70 between the villages of Swannanoa and Black Mountain, N.C., along which paralleled the Southern Railway main line between Asheville and Salisbury.

On the rare occasions when each was on his main line at the same time, we used to enjoy waving to the friendly Southern crews.

One day as I was going east, I passed a westbound SR train and, in addition to the friendly wave, the engineer also gave me the horizontal V sign with his index and middle fingers. This is a signal we used to indicate to other truckers that there was radar or a speed trap ahead (before CB radio "smokey" reports). I was a little over the speed limit and eased off.

Yes, there was a highway patrolman just ahead, and I would have had to make a contribution to Governor Moore's fresh air fund had not a wonderful Southern engineer given me the cop-ahead signal.

I am one trucker who has been a railfan ever since and proud of it (and a subscriber to TRAINS).

—CHARLES H. MORTON.

The day I met Mr. Russell

I AS a 14-year-old living in Martinez, Calif., I was a very unusual boy. While other boys my age were caught up in sports and dreamed of meeting their favorite baseball star, I was fascinated with railroads in general and the Southern Pacific in particular.

Had my interest been limited to watching and admiring the parade of SP trains through my hometown, the title of unusual boy may not have been completely accurate.

Unfortunately for my poor parents, I wanted to know everything about the SP. I wanted to know its history and

how it was run and why it didn't want to run passenger trains and why it wanted to buy the Western Pacific. I wanted to know what was in its annual report.

Other young rail enthusiasts might have dreamed of a cab ride. I dreamed of meeting D. J. Russell, president, king, emperor of the SP.

I ask you, how many 14-year-old boys have as their hero a railroad president and dream of meeting him someday? Are you beginning to catch a glimmer of what my parents went through? Their son was definitely not normal.

On October 11, 1960, the SP announced its intention to buy the WP. I followed every detail in the San Francisco *Examiner*, and when I discovered that the Interstate Commerce Commision would be holding public hearings in San Francisco, I announced to my parents that I would be attending.

Poring over a map of San Francisco and my SP timetable, I planned every detail of my proposed pilgrimage to the Sheraton-Palace Hotel where the hearings were to be held. It is to the everlasting credit of my parents that they sensitively supported me in this nonsense to the point of helping me with my plans. I'm not sure I would have done the same had I been in their place.

Finally, the day arrived, July 16, 1961, and I found myself standing on that familiar platform in front of the Martinez station waiting for the train that would take me to San Francisco. (By definition, the front of all stations is that outside wall facing the tracks.)

Several feelings gripped me, all at the same time, as I stood there. I was excited to be going to San Francisco on the train. Of course, I had imagined over and over again what it would be like to meet Mr. Russell, but I was also a little fearful about being in the Big City alone. That feeling of being alone was intensified as I watched my father drive away after dropping me off at the station.

Undoubtedly, I was an unusual sight at the hearing. I had worn my Sunday suit, complete with white shirt and tie, and I tried to look important as I searched for a seat on the SP side of the room. I found an empty chair right up front and stored my brown-bag lunch under it.

My Dad was right. (Imagine that.) A lot of it was boring. But then there he was. I needed no one to tell me that the man stepping up to give testimony was Mr. Russell himself. I listened to every word he read from his prepared statement and was certain the ICC would hand over the WP immediately.

I had not noticed where he had come from when he took the stand, but as he finished, I followed him with my eyes to see where he was going to sit. To my shock and amazement, he sat right behind me! My heart seemed to be out of control.

I didn't dare turn around and look at him because that wouldn't have been cool. I know that he looked at me and must have wondered what on earth a 14-year-old kid was doing sitting through one of the mind-numbing sessions for which the ICC is famous.

The lunch break was announced, and I retrieved my brown bag and stood up. As I turned around, I found Mr. Russell looking right at me. He asked if I would like to meet the president of the railroad. I managed to say that I would, whereupon he shook my hand and asked if I would be willing to share the contents of my brown bag with him. I said, "Of course, but there's not very much."

I barely remember the rest of the events of that day. Even the train ride home was anticlimactic. I could hardly wait to tell my dad, "I met Mr. Russell."

Over the next year or two I wrote several letters to Mr. Russell, asking questions about his railroad and even being so bold as to make a suggestion or two. He always wrote back and gently answered my inquiries.

Many years have come and gone since those exciting days. Mr. Russell passed away a few years ago, and now it looks like the SP may follow. While change seems to be inevitable, there is at least one thing that is permanent and that's my memory of a railroad president who took the time to make a 14-year-old boy feel important.—GRANT SHAW.

Not quite the *Royal Blue*, but . . .

IT SNOWS every January that I visit Washington, and whenever it does, the local authorities treat it as we would a tornado or a plant explosion back in North Dakota. January 1987 was no exception.

"Liberal leave policy" was in effect at all Government offices. Friday, nobody went to work. It snowed again on Sunday. National Airport closed. Amtrak ceased *Metroliner* service. Monday, the Government closed again. Dulles was closed. The Metro, Washington's vaunted subway, was running sporadically, if at all, because the third-rail in the portions outside the tunnels had iced up and there was no deicing system. A 44-ton diesel switcher ran through the Orange Line tunnel downtown, looking for stalled cars to pull. No buses downtown; they were out by the aboveground Metro stations, hauling stranded subway passengers.

Union Station was still open, and maybe the commuter trains would be running in the afternoon. I had friends in the suburbs and a warm dinner waiting. With luck, I could get there by 6, say 7 o'clock. I waited an hour for the Metro, then lugged my bags up to the baggage-check counter.

A surprise announcement came from the loudspeaker: "MARC Special Train leaving on Track 15-G for Riverdale, Laurel, Jessup, St. Denis, and Baltimore Camden Station." There was nothing scheduled to leave on the Baltimore & Ohio for at least 3½ hours! But there it was, three Budd Speedliners repainted in Maryland Department of Transportation colors. On the next track, the B&O's office car *Baltimore* and the C&O's *Greenbrier* were parked, already painted in nondescript CSX green. I missed Chessie.

But this was a B&O train, no doubt. The conductor wore the classic B&O uniform with the capitol domes on his blue serge lapels. The cash fare voucher he issued had none of that CSX nonsense. BALTIMORE & OHIO RAILROAD . . . PASSENGER'S TRAIN FARE RECEIPT it read. "We'll have to wait for No. 30 to back in from New York Avenue," he said, indicating the railfan window in the front of the lead RDC. The *Capitol Limited* backed in, and our three-car train was off, plunging and bucking through the snow drifts and on toward Prince George's County. Snow snarl or not, the B&O was going to get us through.

Well, it wasn't the *Royal Blue*, or the *National Limited* or the *Diplomat*. But I seem to remember the B&O was the first railroad to issue a passenger ticket and boasted that it would also be the last to do so . . . —WILLIAM. E. THOMS.

The worthy untouchable

IN THIS fine old 10×13½-inch builder photo made by commercial and industrial photographer H. J. Englert, Pittsburgh, has languished unused in Kalmbach Publishing Co. files for years on end, a lower-caste victim of an avocation which has practiced equipment discrimination for generations. We worship the locomotive, countenance the passenger car, and abide fixed plant. But the common freight car? Bless me, no. What redeeming social value could there be in a plain-Jane untouchable like this hopper car? Well, for starters, a railroad exists to haul goods or people—and you can't haul revenue lading about in all those Geeps and stations and interlocking plants and tunnels and cabooses we photograph and write about.

On Friday, May 14, 1937, when this 70-ton, quadruple-hopper car was photographed at the McKees Rocks, (Pa.) shops of the Pressed Steel Car Company, it became one of 1,776,428 railroad-owned freight-carrying cars in the U.S. and one of 75,058 new cars installed that year. This is Chicago & North Western Railway No. 63299, classed by the Association of American Railroads as an HT, *i.e.*, "An Open Top Self-Clearing Car, having fixed sides and ends and bottom *consisting of three or more divided hoppers* with *doors hinged crosswise* of car and *dumping between rails.*" (Why the odd mix of Roman and italic type, I know not—but that's the way the *Car Builders' Cyclopedia* has it, and if you can't believe the *Cyc*, who can you believe?) The 63299 was one of 500 such cars ordered by C&NW in 1936 and costing perhaps $2915 each, lightweight 51,700 pounds, load limit 158,500 pounds, a 48-foot, 10-inch overall length, all to be included in a roster of a thousand such cars numbered in series 62001-65003. Company records reveal that the hopper was rebuilt in-kind at Winona, Minn., in 1954 and renumbered 76255, subsequently retired and cut up at Green Bay, Wis., in March 1969 after a service life of nearly 32 years.

The more one looks, the more there is to look at in this picture of the 63299 . . . more than 360 rivets, air brake reservoir, air brake cylinder, center sill, end slope sheets, Bettendorf truck, cast steel wheels (with the paint barely rolled off their treads), Ajax hand brake wheel and connecting chain and levers, end ladders and stirrups, company emblem, coupler (whose paint would indicate that it has never mated with another), body bolster, retainer valve, corner posts, bulb angles, truck bolster, ribs, brake platform, bleed valve handle, hopper door locks, tapered axle, center sill, poling pockets, uncoupling lever, stenciled reporting marks and number, end posts, angle cock, and brake hose.

How many loads of coal, coke, sand, and gravel did this car lug for C&NW behind how many of the company's Zulu 2-8-0's, J-2 Mikes, and FT/F7/GP diesels? How many dollars did those waybills contribute toward ending the road's 1935-1945 receivership? How many mines and pits and factories and mills and retail coal dealers did 63299 visit? How many miles of C&NW were shored up by the company ballast it spread? How many rip tracks did it enter, how many class repairs was it accorded? How many states and foreign carriers did its interline routings take in? We can only imagine. Assuredly, though, 63299's image and career were of sufficient scope and value as to be worth a spread in this journal of railroading.—D.P.M.

BUILT BY
PRESSED STEEL CAR COMPANY. INC.
PITTSBURGH. PA.. U. S. A.

Der votten-boilered Malleys

Reading's biggest and strongest in steam

BERT PENNYPACKER

I BACK in the 1930's and 1940's when Reading ran its popular Rail Rambles through upstate Pennsylvania's anthracite coal-mining region and over the scenic Catawissa branch, a highlight of the trips was a stop at the remote Gordon enginehouse deep in the Mahanoy valley, 121.9 miles northwest of Philadelphia. The big attraction at Gordon was an opportunity to inspect several of the rare and seldom-observed 2-8+8-2 Mallets that frequented such mountain haunts as St. Clair (near Pottsville), Tamaqua, Gordon, and Shamokin. The tiny town of Gordon, population 1062, owed its existence to coal-mining and the Reading that hauled the mineral. Its enginehouse was a lengthy, rectangular building of brick construction having about four run-through tracks. Instead of a turntable, wye tracks extended out to the main line, providing for engine dispatching in either direction.

From a fleet of 20 2-8+8-2's, Nos. 1811-1830, eight locomotives were assigned at Gordon. Excited Rail Ramblers would pile off their train to find several of these Mallets standing in awesome and ponderous magnificence. Riding out ahead of their boilers, massive low-pressure cylinders boasted a diameter of 40 inches and were surmounted by a large frontal platform set ahead of the smokebox. The centipede-like array of 16 55½-inch drivers supported a mammoth boiler having a diameter of 102 inches and a cumbersome Wootten firebox containing 108 square

feet of grate area. These largest and most powerful of all Reading steam engines weighed half a million pounds and could exert 98,400 pounds tractive force.

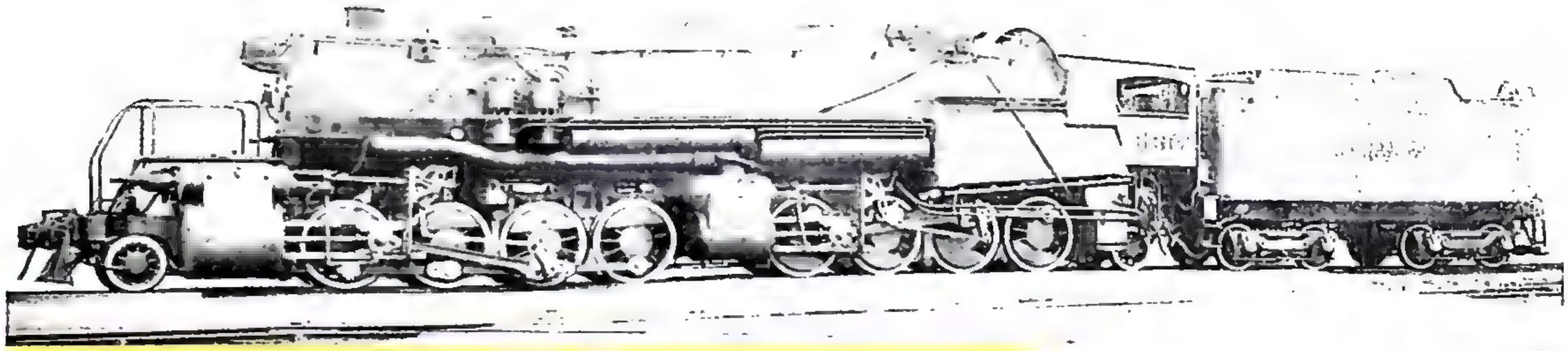
Friendly Pennsylvania Dutch engineers with names such as Fenstermacher and Westerfelhaus sat in the cabs to explain the mysteries of controls and compounding steam. Gordon, elevation 805 feet above sea level, was at the bottom of the Mahanoy valley; high mountain ranges lay to the east and west, and the only way out of town was up. Getting underway eastbound, the Mallet pusher faced 14.9 miles of ascending grades on a maximum of 1.4 per cent to reach the summit at Buck Mountain, which was pierced by the 3409-foot Mahanoy tunnel. The climb westward was shorter but much steeper and more difficult. Here there was no leeway as the railroad met the mountain head-on in a 5.8-mile climb that hit a maximum grade of 2.6 per cent along the way to Locust Summit. These 20.7 miles of hills were just the central part of the road's mountain crossing, since equally long and severe grades existed downhill eastward from Mahanoy tunnel to Tamaqua (6.9 miles at 1.6 per cent) and westward from Locust Summit to Shamokin (10.5 miles at 1.4 per cent). Most of the traffic through this area had consisted of passenger trains and coal business, as nearly all through freights to or from the Williamsport gateway usually went over the Catawissa branch farther north.

Often called Malleys by Reading men, nine of the 2-8+8-2's were employed along the 39.8 mountain-going miles between Tamaqua and Shamokin, as well as the Catawissa branch to Lofty summit. This area was known as the Mahanoy coal-producing district, and much of the scenery bore a look of desolation created by man's quest for black diamonds. Scarred earth was denuded of vegetation and covered with a layer of black silt, as were the black waters of streams. Huge mountains of mine waste dominated the horizon. Hopper cars from Reading's fleet of 17,115 seemed to be everywhere on sidings and in yards. The Mallets, too, were everywhere as they pulled and pushed and even did mine-run work. Joining them at Gordon were 14 of the heavy-duty I-9sb Consolidations, which also had small, 55½-inch drivers and a tractive force of 64,700 pounds for maximum adhesion on sloping tracks.

Unlike the bituminous coal business, the anthracite trade had to function as a twofold hauling operation. The mined product, called raw coal, was first hauled to a huge breaker building where it was prepared for market by sorting, cleaning, and breaking to uniform sizes such as pea, nut, or stove. The principal breakers in the area were located at Locust Summit and St. Nicholas, 10.8 miles east of Gordon. Market-ready coal from the breakers was pulled and pushed over the mountains by Mallets to reach Tamaqua yard, where hoppers were assembled into 125-car trains of 10,000 tons for movement down the Schuylkill valley by monstrous I-10sa class Consolidations.

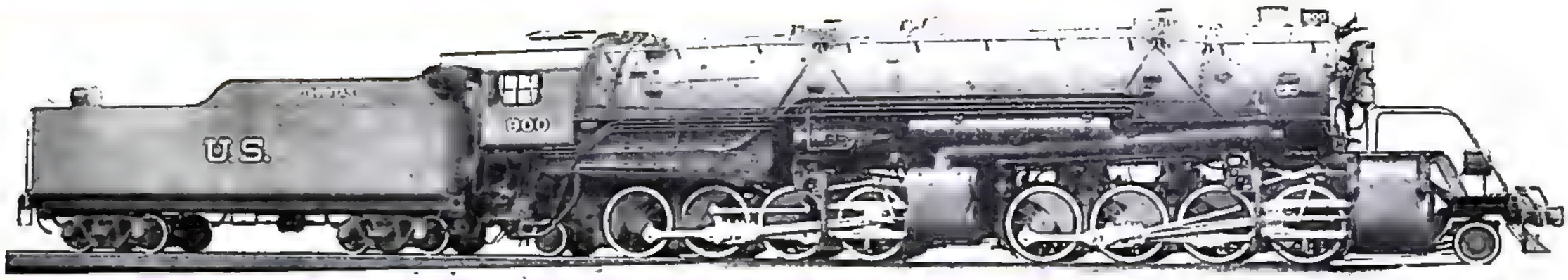
WEST from Tamaqua (Tuh-MOCK-wuh), the onetime Shamokin Division (Shuh-MOE-kin) main line traced its history back to 1858 when the first segment of 8.3 miles was carved out of the rugged mountain wilderness to reach coal mines and a place named Tamenend, where connections were made with the new Catawissa Railroad. Then at Milepost 5.3, East Mahanoy Junction was created as a line diverged and boldly burrowed its way under Buck Mountain to gain access to the rich coal lands of the Mahanoy valley, reaching Gordon by 1863. The final segment of line over Locust Summit reached Shamokin in 1871, thereby completing 39.8 miles of roughgoing, coal-producing railroad. This area, and the Schuylkill District to the south, had been served largely by inclined planes and other types of cross-country cable-operated railroad called lateral roads. However, with the com-

N-1sb 1829 at Gordon, Pa. H. K. Vollrath.



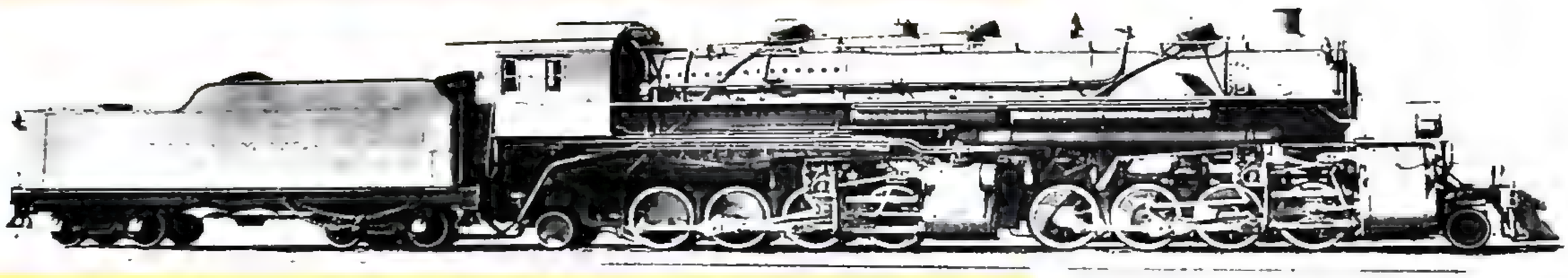
Baldwin.

"PHILADELPHIA & READING" was still the name when the 648,000-pound No. 1817, builder No. 51203, left the Baldwin plant in 1919.



TRAINS collection.

VIRGINIAN 900 (Schenectady 1919) exemplified USRA heavy Mallet, never rolled on VGN, being reallocated as Norfolk & Western 2000.



Collection of N. Young.

WESTERN MARYLAND L-2 924 (Lima 1918) was an early big road engine from a small builder destined to make its mark with the 2-8-4.

Articulation on Reading and elsewhere

Railroad	RDG	RDG	USRA	WM
Road Nos.	1800-1830	1811-1830	Various	900-925
Wheel type	2-8+8-2	2-8+8-2*	2-8+8-2	2-8+8-2
Class	N-1sa,b,c	N-1sd	Various	L-1, L-2
Builder	Baldwin	RDG*	Various	Lima
Years built	1917-1919	1930-1945*	1918-1920	1915-1918
Cylinders, in.	26&40×32	(4) 23×32	25&39×32	26&40×30
Drivers, in.	55½	55½	57	52
Steam pressure, lbs.	210	215*	240	220
Grate area, sq. ft.	108	108	96	100
Heating surface, sq. ft.	5763	5763	6120	5701
Superheater, sq. ft.	1450	1450	1475	1380
Weight on drivers, lbs.	435,500	465,430*	474,000	451,800
Total weight lbs.	478,500	500,700*	531,000	506,500
Tractive force, lbs.	98,400	111,400*	101,300	105,600
Tender capacity	8000 gal.	11,000 gal.	12,000 gal.	12,500 gal.
	12.85 tons	18 tons	16 tons	20 tons

*Class N-1sd were rebuilds by RDG from N-1sd and N-1sc. Rear truck wheels also removed 1939-1944 to create 2-8+8-0 type, 225 lbs. steam pressure, 477,846 lbs. on drivers, 495,180 lbs. total weight, and 116,600 lbs. tractive force.

pletion of conventional, locomotive-powered lines, early masters of machinery such as Lewis Kirk and James Millholland were faced with providing special heavy duty engines.

Small 4-4-0 and 4-6-0 types of the day obviously were incapable of hauling very many of the small wooden coal cars over long and grueling grades, so another type had to be found. Therefore, heavy-duty 0-8-0 road pushers became the answer. By the 1880's, more powerful, efficient Camelback 2-8-0's came along to take over mountain coal train work, this being standard practice for more than 35 years. The era of big-boilered, rear-cab power for mainline work on the Reading came in 1912 with its first 2-8-2's, yet coal trains still were crawling up the long hills with as many as four small 2-8-0 pushers coupled to their rear ends. Motive Power Superintendent I. A. Seiders, who came to office late in 1915 and is credited with most of the company's largest modern steam power, soon began planning more powerful mountain-climbing locomotives.

DOWN on the Western Maryland, with comparable difficult track gradients, coal drags, and 2-8-0 engines, a few 2-6+6-2 Mallet pushers had been in use since 1909. Beginning in 1915, the first 10 of an eventual 25 Baldwin-built 2-8+8-2's began service. Their 52-inch drivers and 105,600 pounds tractive force made for a slow-gaited yet powerful machine. These engines, then, set the pattern for Reading's Mallets, which necessarily were of that road's Wootten design and slightly smaller than both USRA and WM concepts because of certain clearance restrictions on the anthracite carrier's lines. Consequently, a trial order for six 2-8+8-2 engines was built by Baldwin in 1917 and followed by 10 duplicates in 1918 and 15 more in 1919. The three similar

Norman Cooper.

SHOVING HARD in Lofty, Pa., is the 1824 in the twilight of compounding on the Reading, giving aid and comfort to road engine Mikado 1722.

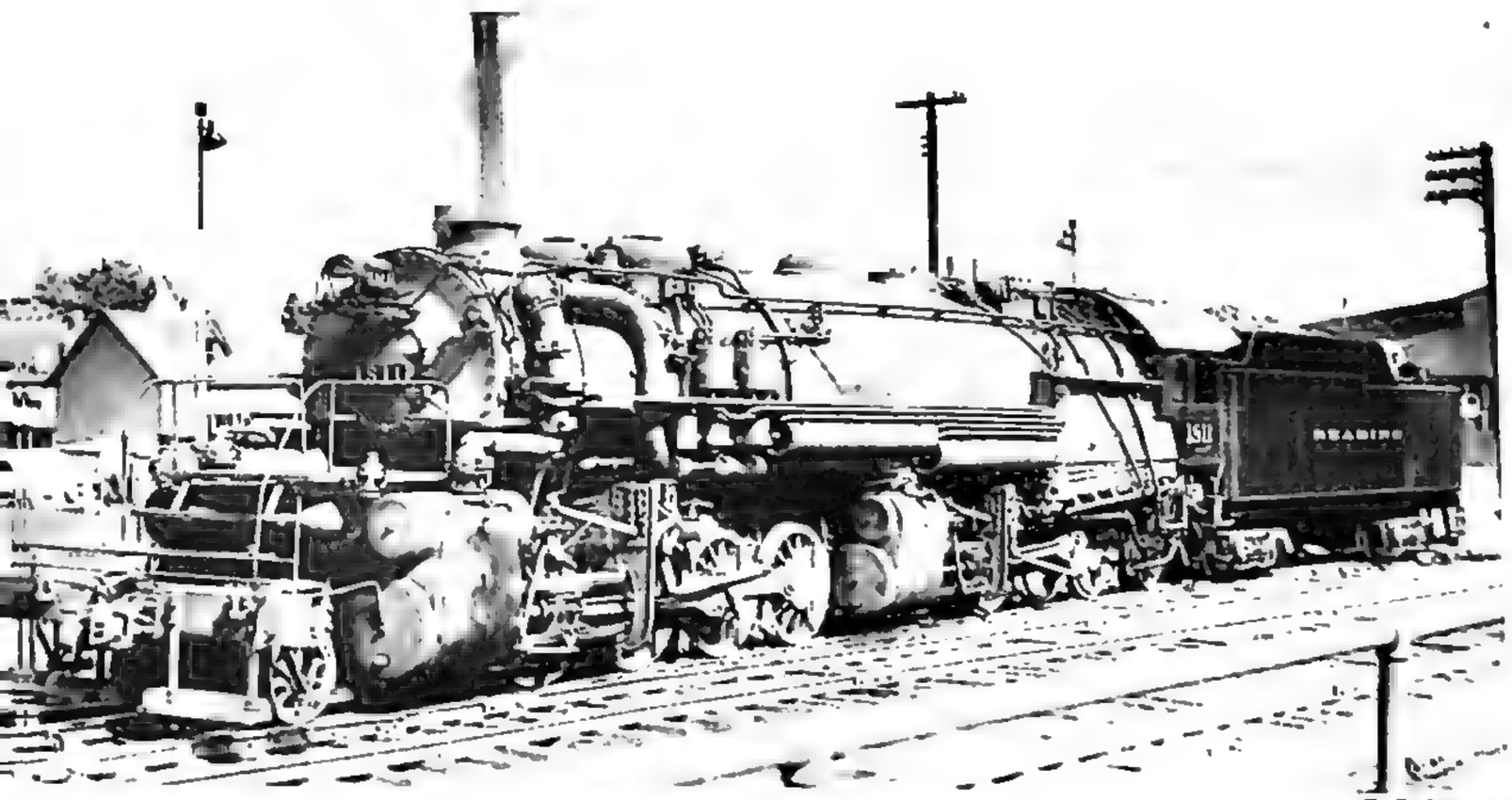
groups carried Nos. 1800-1830, classed N-1sa (six engines), N-1sc (10 engines) and N-1sb (15 engines) in numerical order.

While having only a bit more than 54,000 pounds of weight per driving axle, these monsters were the biggest and strongest locomotives ever to turn a wheel on Reading rails and easily represented the power of two 2-8-0's. Even so, the height limit had to be kept at 15 feet, while an extreme width of 11 feet existed over the front set of low-pressure cylinders and a width of 10 feet, 8 inches over running boards at the widest point of the boiler. These dimensions restricted the Mallets south and east of Reading (Allentown or Catasauqua excepted), west of Shamokin, and all but the eastern 6.7 miles of the Catawissa branch. Also, this Mallet design was notable for its low center line of the boiler, which was placed but 9 feet, 9 inches above the rails in order to stay within height requirements.

This giant conical boiler had a diameter of 90 inches at the smokebox end and 102 inches at the throat, while its expansive Wootten firebox measured 9 feet, ¼ inch by 12 feet, ¼ inch representing a grate area of 108 square feet. The design incorporated a 46-inch combustion chamber and a brick wall 26 inches high installed across the throat of this chamber. Class N-1sa engines were equipped with Street stokers; the other classes got Standard D1 Duplex types. Later, Standard HT stokers were used. Firing was facilitated by power-operated firedoors and grate shakers, the grates being divided into three sections by two longitudinal bearers. The single firedoor (many Woottens employed two firedoors) had a width of 35 inches. A large ashpan had three hoppers, two of which were placed outside the frames between rear drivers and trailing truck.

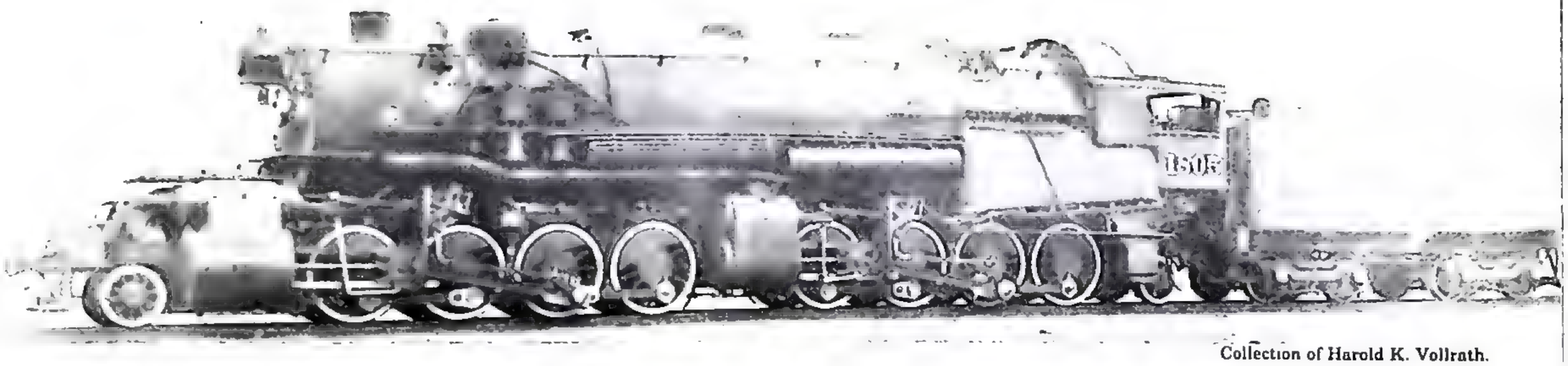
In order to maintain clearances, the boiler safety valves were mounted in a recessed casting inserted into 26-inch circular opening in the boiler shell placed just ahead of the combustion chamber. The steam dome of pressed steel was 10½ inches in height, and the horizontal position of the whistle permitted its steam to be tapped directly through the boiler shell. A Rushton type throttle was equipped with an auxiliary drifting valve. Two sets of twin sandboxes, one pair for each group of drivers, were carried low enough on the boiler curvature to maintain specified clearance limits. Inside the boiler, tubes and flues were 22 feet, 10¾ inches in length with 277 tubes of 2¼ inches in diameter and 50 flues of 5½ inches. A total evaporative heating surface of 5763 square feet was achieved in this boiler, and 1450 square feet of superheating surface with Type A Schmidt tubes. Steam pressure was held to 210 pounds even though the boiler was built to carry 225 pounds steam pressure and did not achieve its maximum pressure until the 1940's.

Steam in all cylinders was controlled by 14-inch piston valves which, in turn, were actuated by Walschearts valve gear. Front and back reverse shafts were supported on the guide bearers and were bent to clear the boiler. A single reach rod placed on the center line of the locomotive connected front and back reverse shafts, this being common practice on Baldwin-built Mallets. The high-pressure pistons were of box form, while forward low-pressure pistons had cast steel disc centers with

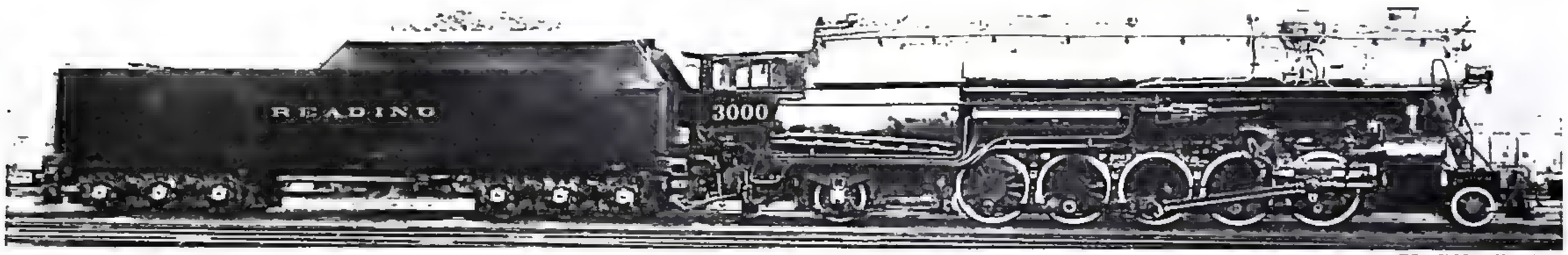


R. P. Morris.

SIMPLED but still possessed of a trailing truck: N-1sd 1811 at Tamaqua, Pa., on July 9, 1937.



Collection of Harold K. Vollrath.



TRAINS collection.

READING SHOPS' conversion of 11 Mallets like the 1805 into huge 2-10-2's like the 3000 was clearly a stride forward in locomotive esthetics.

cast-iron bull rings bolted on and widened at the bottoms to give ample bearing area.

The forward underframe ended just ahead of the leading drivers' pedestal and was bolted and keyed to a large steel casting which supported 40×32-inch low pressure cylinders. A forward equalizing beam was fulcrumed under this casting with forward equalization system dividing between second and third pairs of driving wheels. The radius bar connecting front and rear underframes was attached to a horizontal pin secured to the front frames and had a ball-jointed connection with a hinged pin. This patented joint did not interlock the frames in any way, providing for an articulation having maximum flexibility in both vertical and horizontal directions.

These 2-8+8-2's had no pilots but were fitted with footboards. The complete fireboxes and many other parts of these engines, including 55½-inch driving wheels and running gear, were standardized with components used on the company's 56 Mikados. Front and rear truck wheels were 33 inches in diameter. The rear truck wheels seemed almost unnecessary, apparently used to keep the overall weight in line with track and bridge standards of World War I times and, by the 1940's, would be removed.

The 2-8+8-2's received the largest tenders in use on the road at that time, having a capacity of 8000 gallons and 12.85 tons, coal being a mixture of buckwheat anthracite and bituminous. These were short, high-side Taylor tenders, standard equipment on all large Camelback types and Mikados, with 36-inch wheels.

The weight on driving wheels of 435,500 pounds and total engine weight of 478,500 pounds showed that very little weight was carried by the front and rear truck wheels. Total weight of engine and tender was 630,000 pounds. The driving wheelbase of 39 feet, 8 inches permitted a curvature radius of 358 feet or 16 degrees. The total engine wheelbase came to 55 feet, 10 inches while engine and tender had a wheelbase of 83 feet, 2½ inches. Because of back pressure in the huge front cylinders, the maximum speed capability of these, and most other Mallets, was a lumbering gait of 25 mph.

PLACING its new fleet of 31 articulateds into service, Reading split the road assignments into three general areas. One-third of the engines went to the Mahanoy Region working out of Tamaqua, Gordon, and Shamokin. Another third served the Schuylkill Region out of St. Clair and West Cressona. And the final third went into road service hauling coal drags between Hagerstown, Rutherford (Harrisburg), and Allentown. Train speed was a lethargic and tedious 15 mph, acceptable back in those days. One exception to all these assignments was that two Mallets were stationed at Reading as pushers up the short 1.1 per cent Temple hill eastbound on the East Penn branch.

The 1920's saw great advances in large, high-powered boilers; both Reading and Western Maryland placed in service fleets of 50 monstrous Consolidation types that actually outperformed Mallets on river-level track gradients. But undulating topography of the Hagerstown-Allentown route posed problems requiring something larger than a 2-8-0, yet faster than a 2-8+8-2. With the dawning of the Super Power concept, conservative WM turned in 1927 to a fleet of 20 huge and powerful Baldwin 2-10-0's. Concurrently on the Reading, a new engine program conceived by Superintendent Seiders saw 11 of the boilers of Mallets serve as the nucleus of giant 2-10-2 types. The ingenious rebuilding was begun at Reading Shops in March 1927 when Mallet No. 1801 was converted to Santa Fe type No. 3000. Thus, N-1sa engines 1800-1805 and N-1sc engines 1806-1809 became class K-1sa Nos. 3000-3009, this last rebuild involving the 1804 in December 1929.

In June 1930, an eleventh Mallet, the 1810, was converted to K-1sc 3010. The Santa Fe fleet was completed in 1931 with 10 additional, all-new duplicates built by Baldwin as K-1sb Nos. 3011-3020. The 2-10-2's, having larger 61½-inch drivers, were much faster and more efficient than the Mallets, whose 20 remaining members then were tucked away up in the remote mountain and coal-mining region. Again, the only exceptions were the two 2-8+8-2 pushers at Reading, which often could be seen laying along the north side of the Outer Station awaiting the next Temple hill pushing assignment.

Upon completion of the 2-10-2 conversions, the motive-power department had plans ready for the rebuilding and upgrading of its 20 Mallets into single-expansion power to make them more efficient, more powerful, and faster with an increase in speed to 35 mph. But unfortunately, the great economic depression of the 1930's was setting in and the bottom dropped out of the anthracite coal market, forcing curtailment of

operations at Reading Shops to the extent that only a few Mallets actually were rebuilt at that time. The business plunge sent half the 2-8+8-2 fleet into storage at St. Clair, where some were cannibalized for parts to keep others running. West Cressona enginehouse was closed and eventually torn down; its operations were moved to St. Clair.*

THE initial rebuilding of Mallets occurred between 1930 and 1936 when four engines, Nos. 1811, 1816, 1818, and 1821, were turned out as class N-1sd. The new single-expansion concept swept away the huge low-pressure cylinders and replaced all cylinders with smaller 23×32-inch ones. Other changes included large steam pipes installed to carry steam from the smokebox area to the cylinders and much-needed larger tenders which increased total length to 99 feet, 3¼ inches. Two of the rebuilds were assigned at St. Clair, with one each going to Reading and Gordon. The 1940 assignment of the 20 articulateds saw 9 engines at St. Clair, 8 at Gordon, 2 at Reading, and 1 at Tamaqua. However, 4 also were known to have been at Shamokin, probably supplied from St. Clair and/or Gordon. There also is a record of one being used at Rutherford in hump-yard work.

Waning years of the depression saw steady increases in business that brought all stored 2-8+8-2's back into service just in time to help move the traffic volume of World War II over the mountains. Rebuildings to N-1sd simple articulateds were resumed, but all engines were not completed until 1945. Meanwhile, another interesting change was occurring between 1939 and 1944 as the rear truck wheels were removed from all engines, thereby making them 2-8+8-0's. This change altered engine weights to 477,846 pounds on driving wheels and a total weight reduced to 495,180 pounds. At the same time, steam pressures were increased to 225 pounds, which boosted tractive force to 116,600 pounds.

The classic assignment of an N-1sd 2-8+8-0 saw her shoving mightily behind a bright red caboose and making much noise as she expelled huge, billowing volumes of smoke. Her pushing assignment at Reading on the short, 1.1 per cent Temple hill permitted her sister 2-10-2's to handle 8000-ton trains eastbound from Rutherford to Allentown. Farther north, up in the mountains, Mallets worked in relative obscurity straining to overcome the 3.3 per cent grade of the Frackville branch, then plunging down the 2.6 per cent of the Bear Run branch. The ground quivered and the sky darkened as these bellowing behemoths heaved their way out of Tamaqua or pushed with thunderous commotion through Ashland and Mahanoy City while leaving behind a coating of coal dust and cinders that bespoke the economy of the area.

A FINAL chapter in the mechanical chronology of these Reading articulateds was written during the late 1940's when Superintendent of Motive Power E. Paul Gangewere (the man who designed the T-1 4-8-4's and later became the company's president) became interested in problems of cinder cutting of metal by unexpelled cinders remaining in the smokeboxes. The remedy was the cyclone front-end appliance applied to many road engines, which often required small smokebox extensions. N-1sd engines received new smokeboxes, together with relocation of cross-compound air pumps on the smokebox front such as was done on roads like Chesapeake & Ohio and Northern Pacific.

Electro-Motive 5400 h.p. FT road freight diesels began hauling symbol trains to and from the Williamsport gateway in 1945, yet the 2-8+8-0's kept right on doing the pusher honors up to Lofty and Mahanoy tunnel and Locust Summit, often lunging away against trains as short as 40 or 50 cars. These helper services, combined with great peaks and valleys in the coal trade, made dieselization here a low priority item, so it wasn't until 1952-1953 that the articulateds were retired. But we remember those unusual looking, multi-cylindered, 16-drivered Malleys with their apostolic-like cab windows. ■

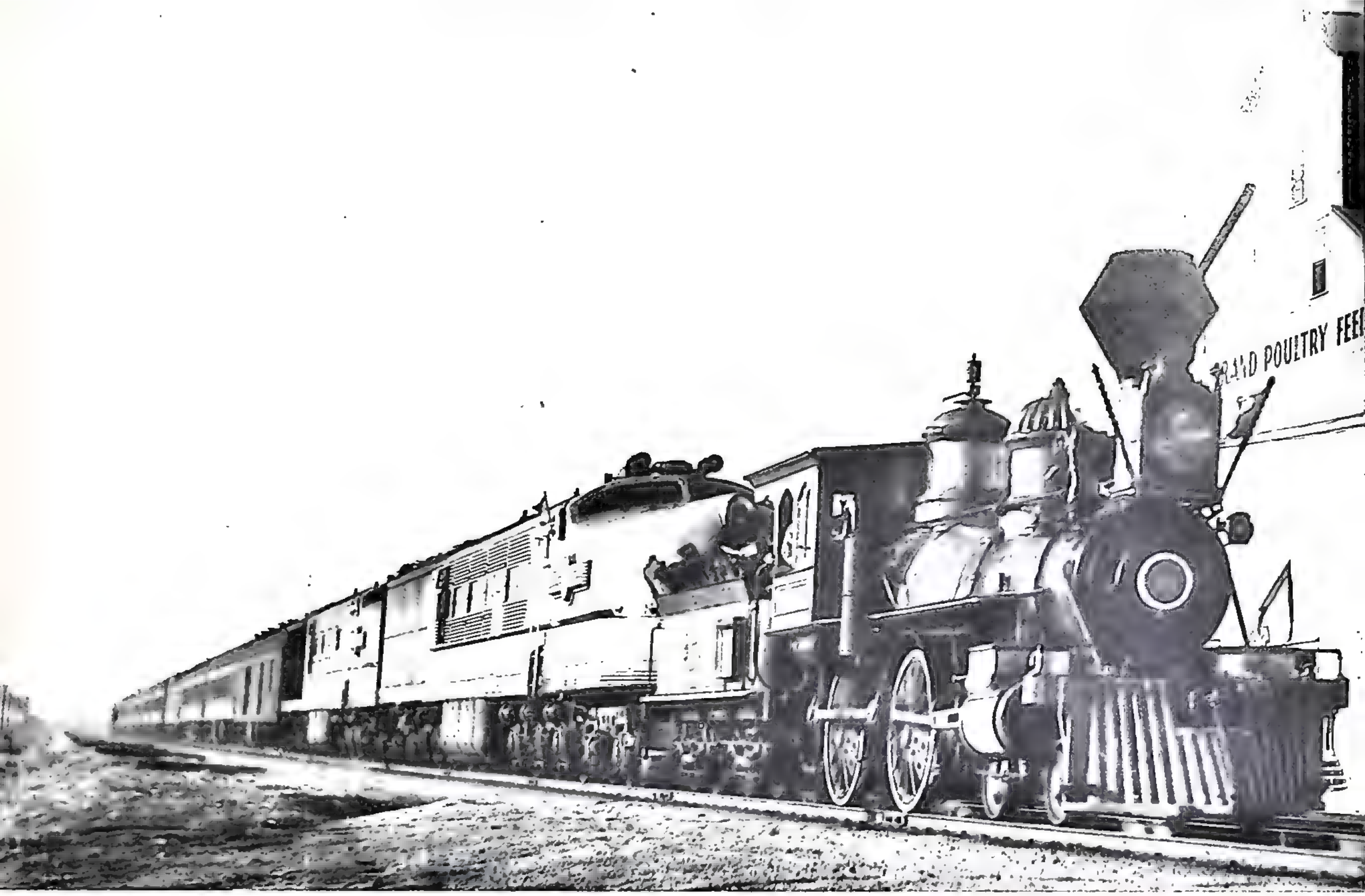
BERT PENNYPACKER, 63, has been explaining Reading power to TRAINS *readers since a December 1960 article on its T-1 4-8-4's ("2124 And Her Sisters"), most recently with his June 1985 coverage of M-1 2-8-2's ("Those Big Dutch Mikados").*

*The 100-foot turntable at West Cressona was acquired from American Bridge Co. in 1928 to turn Mallets. When the roundhouse was closed and torn down in the 1930's, the turntable pit was filled in and the turntable bridge was put in storage at Reading Shops. In 1946, the turntable was installed at Bridgeport roundhouse to turn T-1 4-8-4's. Removed from Bridgeport in 1967 and sold for scrap to Luria Bros. & Co., the big table was donated in 1970 to the Railroad Museum of Pennsylvania at Strasburg where it remains today.

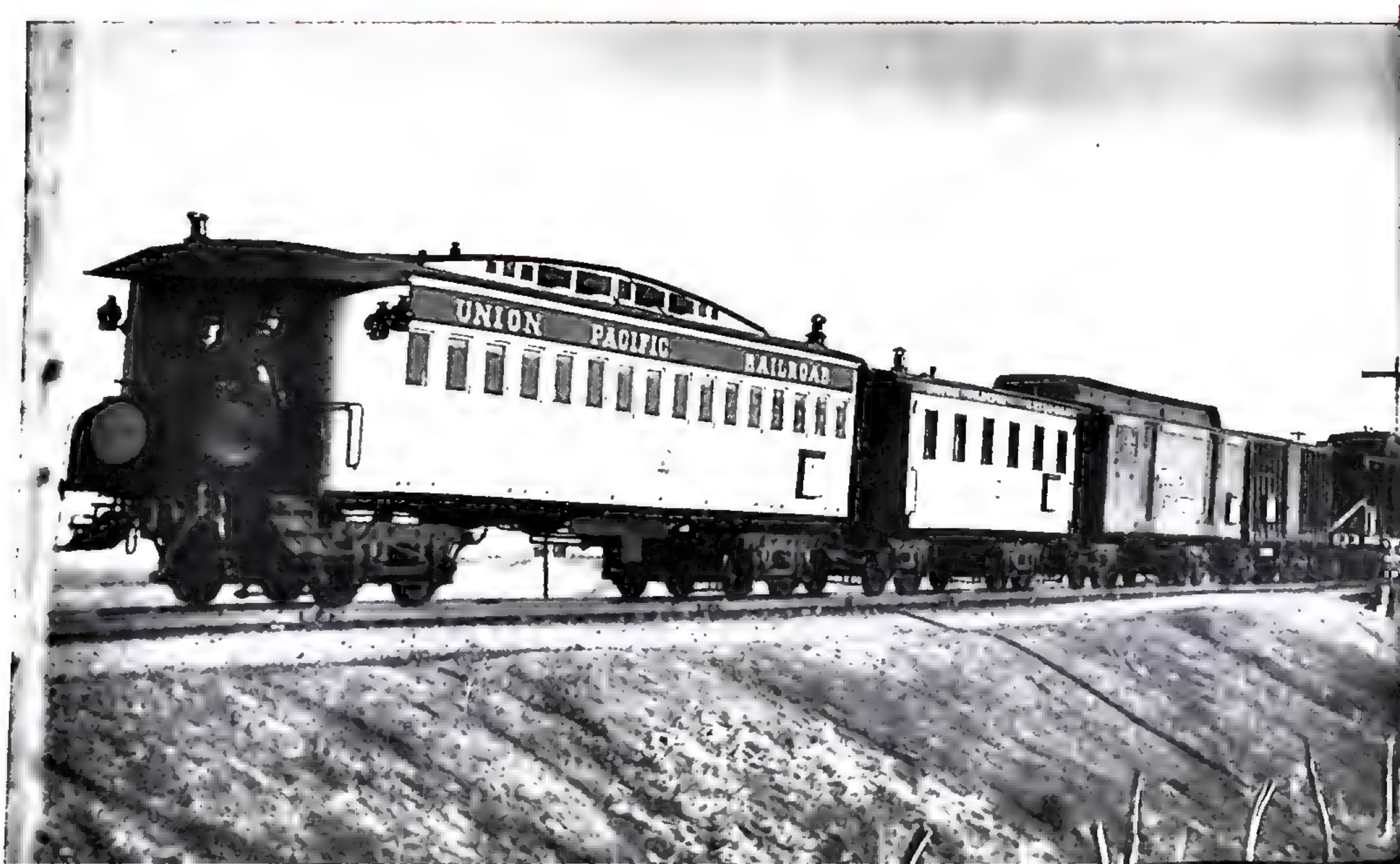
S. Botsko.

TRAINS: Linn H. Westcott.

READING simple 2-8+8-0's, without and with smokebox-mounted air compressors: No. 1825 at St. Nicholas, Pa., and sister 1826 at Tremont.



The never-never train



Both photos, R. H. Kindig.

# of 1939

MANY extraordinary subjects have rolled before the camera lens of Dick Kindig, from strangely stacked, barrel-backed 2-8-0's chuffing over narrow gauge on Colorado & Southern to Electro-Motive freight demo 103 barnstorming the Rio Grande. But surely no more uncommon consist ever engaged his camera than on April 26, 1939, in these photos, a never-never train, if you will. Bearing down on Lucerne, Colo., and going away through horizontal semaphores near LaSalle on that Wednesday is a Union Pacific exhibition train en route from Los Angeles to Omaha for Golden Spike Days, a 70th anniversary of the joining of the rails at Promontory tied in with Cecil B. DeMille's Paramount film epic, *Union Pacific.*

Making 50 to 60 mph, flying American flags, is Virginia & Truckee *Dayton* No. 18, a 4-4-0 masquerading as UP 58, leading UP's brand-new steam turbine-electrics 1 and 2, 10 heavyweight passenger cars, and a mix of vintage wooden rolling stock from the movie. Half a million people had viewed this train in L.A., 50,000 broke through the gates of the Salt Lake City depot to see it, thousands more will look at it as it tours through Chicago, Detroit, Albany, Boston, and New York, returning west through Washington (where a private audience is slated for President Roosevelt), Louisville (where my Dad and I will be in the crowd at Union Station), St. Louis, and Kansas City.

Let us reassess the corporate stakes here . . . can you imagine in 1987 a railroad countenancing the doubleheading in steam at 60 per of a 37-ton American built (by Central Pacific) in 1873 with a pair of brand-new, 274-ton, 90-foot 10-inch, 1500-pound-pressure, water-tube-boilered, 125 mph, 2500 h.p., 2-C-C-2's billed as being able to crest 2.2 per cent grades unassisted with 12 conventional cars? General Electric had only delivered these experimentals with their embossed and illuminated company emblems to UP on April 3 (and on June 17 they will be returned to the builder, never to touch home rails again, destined for scrap in 1942), yet here they are chasing the smoke of a slide-valve sexagenarian on a publicity tour broadcast in advance to millions, including one Richard H. Kindig.

A public relations gamble is what it was, won by who knows now how many sweating technicians during layovers ranging from 15 minutes to 2 days. And it occurred in a season given to the grand gesture, the big chance, as in the Q's 1934 record dawn-to-dusk, nonstop, 77.61-mph-average-speed, Denver-Chicago *Zephyr* sprint.

Ready when you are, Mr. DeMille.—D.P.M.

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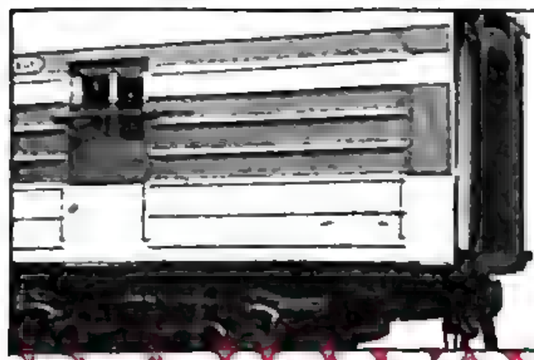

edited / NANCY L. BARTOL

TRAINS welcomes comments pro and con from its readers on railroad matters in or out of the magazine. Please keep letters brief, and address them to: Railway Post Office, TRAINS, 1027 N. Seventh St., Milwaukee, WI 53233. Communications cannot be acknowledged

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MIKE SMALL

Jamestown, N.C.

END OF AN ERA

So, after 39 years, Editor David P. Morgan is retiring from the cab to the cushions!

I am delighted for him, but a little sad. Gone will be the talents and experiences of a TRAINS veteran, whose insights a younger man cannot have, for an era gone.

GARY I. JACOBS

Flat Rock, N.C.

It is the end of an editorship that knew well the steam locomotive in its grand era, not just dregs or excursions; one that saw the diesel grow from almost nothing to a machine that banished all steam and many electrics to oblivion; and one that appreciates the *Queen Mary*, a Boeing 727, or a dry martini as well as locomotives. Morgan was an editor that never clicked a shutter, who concentrated on superlative prose, a true enthusiast rather than a railfan.

J. W. SWANBERG

Branford, Conn.

David P. Morgan has been *Mr.* Railroad all these years.

R. V. NIXON

Polson, Mont.

David P. Morgan was, and is, part of the family. The "crew change" will require an attitude adjustment, that's for certain. I think we'll all manage . . . together.

BRAD MILLER

Incline Village, Nev.

Lucius Beebe may well have invented modern railroad literature, but Morgan's influence on its style and standards has been far more profound.

ROSS B. GRENARD

Lock Haven, Pa.

Dear Abby: I live alone in Atlanta. For more than 20 years, I have had a wonderful

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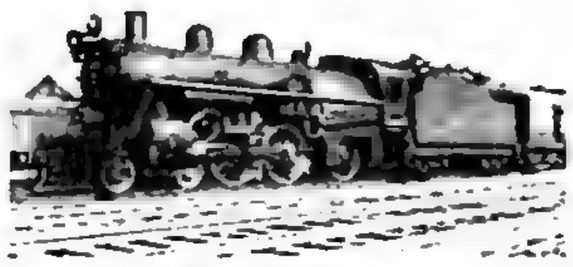

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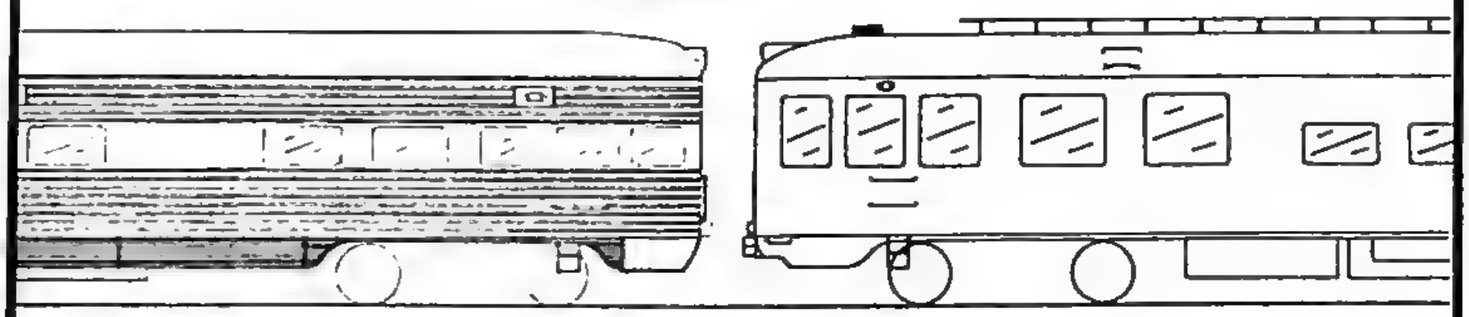

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relationship with a magazine editor in Milwaukee. He and his staff have done so much to improve the quality of my life. They have taken my words and made them better.

As an acknowledgment of this, I recently took a subscription to this magazine. I eagerly looked forward to receiving my first copy, but when I received it there was an announcement that the editor was retiring. I feel somehow responsible for this.

Abby, what should I do?

PERPLEXED

Atlanta, Ga.

While the Editor and I have not always agreed on his editorial comment, especially on anti-labor views, TRAINS has grown and has, in fact, become *the* magazine of railroading, as it proclaims, under his direction. He will be missed by each and every reader.

THOMAS D. DRESSLER

Portsmouth, O.

Over the years of Morgan's editorship the magazine has gained a maturity and breadth that's missing from TRAINS' American competition. I hope this outlook will be retained as a new pair of britches polishes the throne.

ROBERT JOSEPH POWERS

Shreveport, La.

I will miss his byline, as a friend.

JOHN BROMLEY
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To turn a phrase, David P. *Who* is retir-

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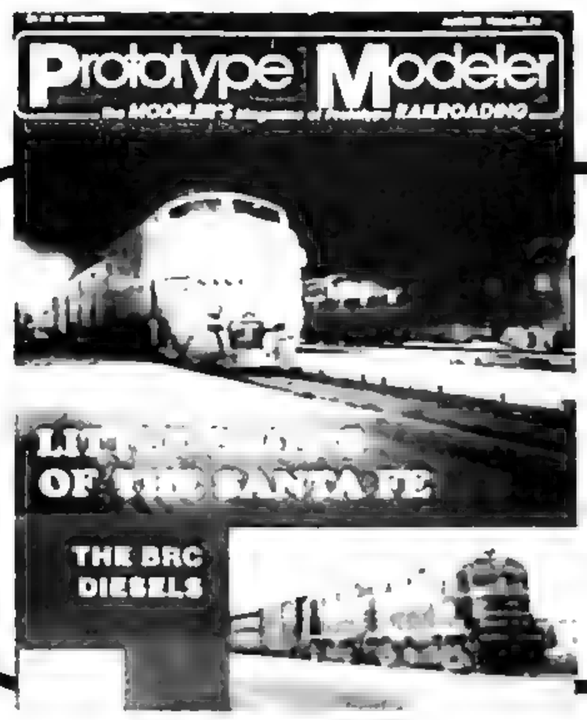

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ing? This is a setback for railroad journalism that will not easily be set right. Yes, I know Morgan's successor is competent, organized, knowledgeable, etc., but Morgan has the writing talent that made a cab ride something I could *feel* as well as understand. While he built his stories around statistics, they never took over the story, but were used as the skeleton, rather than the meat.

KEVIN CUNNINGHAM

Canton, Mass.

My life practically stops the day that TRAINS arrives—until I have the chance to read it. The magazine means a great deal to me; David P. Morgan has put into words and images the things that mean most to me about our avocation.

WILLIAM CRAWFORD

Nahant, Mass.

Railroading is losing one of its most ardent chroniclers, and it won't ever be quite the same.

GEORGE S. COHAN

Chicago, Ill.

No other rail commentator brings the insight, perspective, and breadth of knowledge to his subject that David P. Morgan does.

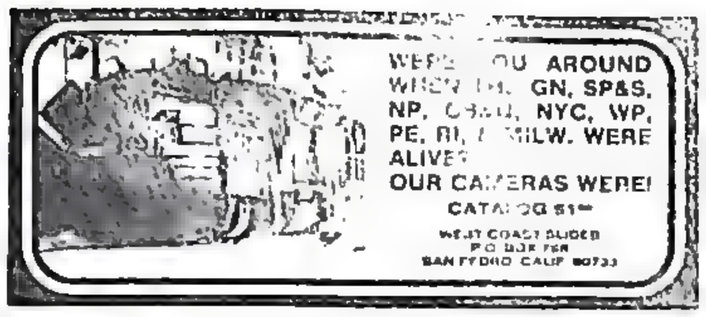
JAMES E. CANE

San Francisco, Calif.

There has been no single person in this century accomplishing more than Morgan has in the rail journalism field.

GEORGE G. WEISS

Augusta, Ga.



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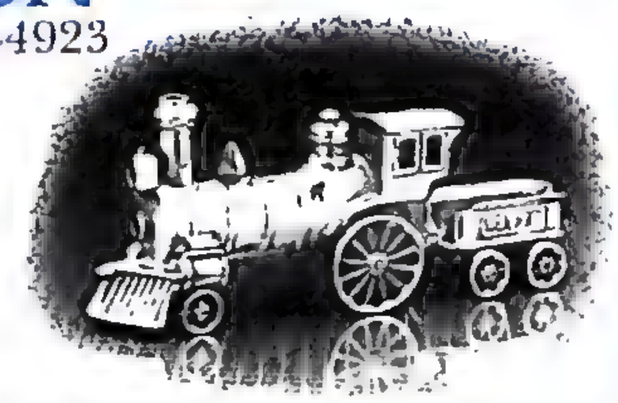

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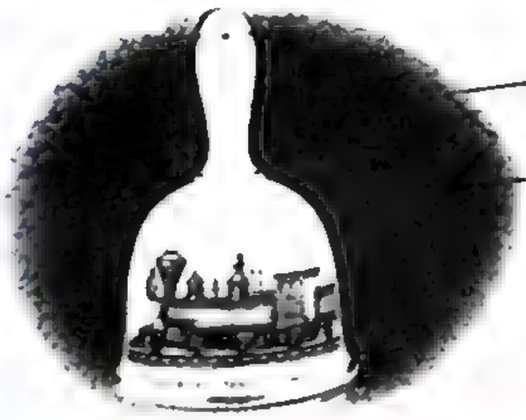

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y his pen never grow idle!

JOHN H. WHITE JR.

Washington, D.C.

TRAINS just won't seem the same without David P. Morgan's name on the masthead.

COL. JAMES G. BOGLE

Atlanta, Ga.

Most of the railfans I associate with are too young to remember the first 30 years of TRAINS, but we'll be reading and contributing for the next 30, assuming that our railroads survive into the next century.

BRUCE KELLY

Coeur d'Alene, Ida.

Writers and contributors to TRAINS have been helped by Morgan's kindness, encouragement, tact, and deft touch.

JOHN D. HORACHEK

Arcadia, Ind.

His leadership, writing, and knowledge added greatly to the human side of an industry and technology that holds the interest of many.

ANDREW W. EVRIDGE

Stow, O.

A sad good-bye, David P., and a warm welcome, J. David.

RICHARD D. STERR

Columbus, N.C.

I'm sure J. David Ingles will be a fit successor. All the words he has put down in TRAINS so far point to it, and with that middle name, how can he miss?

E. TONE

Yonkers, N.Y.

Morgan is leaving TRAINS in the hands of a professional and helpful staff that he assembled, so it's practically certain that the high quality will continue.

SCOTT A. HARTLEY

Watertown, Conn.

David P. Morgan has been a good, even great editor. About the only major objection I had to his tenure was the use of the + symbol on Mallets, but he has done a wonderful job of guiding TRAINS through all the ups and downs of the railroad business. I have loved TRAINS since far back in 1940, when Al Kalmbach risked his fortune—and maybe his name—on a slick-paper publication that made *Railroad Magazine* look like junk. Al Kalmbach left his legacy in good hands, and knowing that Dave Ingles will take over now lifts my spirits. I have complete confidence in his running the magazine.

RICHARD H. KINDIG

Denver, Colo.

I have shared a deep and abiding love for railroading with David P. Morgan through the pages of TRAINS for over 40 years, and I feel like we are old friends. I still have all my back issues carefully stored. I reread them time and time again. They are not old magazines—they are the history of railroading.

THOMAS P. PATTON

Kalamazoo, Mich.

This has surely been a period of tragic loss for the railfan community. First, last fall, we lost Don Ball, a man whose totally unabashed enthusiasm for railroading was probably equal to his love of life and living. Then I learned of Phil Hastings' death, and that really clubbed me, for we lost, to use a term Lucius Beebe loved, the doyen of all rail photographers. It is my deep-seated conviction that Dr. Hastings taught rail photography as an art form, and his influence on that aspect will endure as long as the hobby does.

All of this was bad enough, but now I pick up April 1987 TRAINS and find advance notice of David P. Morgan's retirement! It had the same impact, for me at least, as that AEM7 on Amtrak 94 smacking into the standing trio of Conrail B36-7's at 105 mph. No one, absolutely no one, has more poetically, graphically chronicled the rail industry than David P. Morgan. I expect J. David Ingles will get the kind of support necessary to be a good editor, but neither he, nor anyone else that I've yet read, is anywhere near being in Morgan's league to be able to verbally transport us into the real guts of this interesting business.

J. J. YOUNG JR.

Binghamton, N.Y.

Somehow it was comforting to be able to visualize Morgan at say, 70, punching the keyboard of his VDT, or consulting with [Art Director George] Gloff on the latest page proofs, or at trackside writing in his black notebook. But I'm pretty sure that what started with "A Circumstance of Motive Power" [pages 28-31, September 1948

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TRAINS] won't end with the July 1987 issue.
DAVID A. STRASSMAN

Kentfield, Calif.

☐ Strassman was TRAINS' Art Director 1954-1962.—N.L.B.

It is hard to put out a magazine such as TRAINS and keep everybody happy, but I believe David P. Morgan has kept it well-balanced over the years, with something for all different factions of we who have always been interested in railroads.
L. E. SHAWVER

Spokane, Wash.

Before I look ahead, I have to join others for a look back . . . to learning, eagerly, month after month, more about my favorite subject—in aesthetics, economics, engineering, geography, reality, and fantasy—but also learning more about the sweet pain of making the words come out right, and about the full meaning of the phrase "to edit," that is, the discipline of leaving out what doesn't belong, doesn't fit, or can't be afforded without damage to spirit, tone, or essence, and without exposing the reader to any sense of loss. David P. Morgan has been, hands down, the best teacher I ever had.

I'm confident TRAINS will be in fine, capable hands, and it will continue to be the only publication I devour, literally from cover to cover, the minute it can be extracted from the envelope, especially because Morgan has promised to still be there every now and then.
RICHARD A. HORSTMANN

Syracuse, N.Y.

Good, knowledgeable rail writers are few and far between. Some have their facts hazy, and most are too maudlin to read. The balance try to impress with abstract technical commentary that leaves most average readers cold. Morgan is none of the above.
JAMES C. PEARSON JR.

Staten Island, N.Y.

I shall miss his deft acumen in the use of the English language which enabled him to succinctly put his thoughts to paper.
W. M. BAIRD

Toronto, Ont.
Canada

SEARCHING FOR STERLING

The photographer's caption for the news photo of Guilford's ex-Santa Fe diesels at Sterling Tower, on page 12 of April 1987 TRAINS, was in error. The tower is located in Sterling, O., where the main lines of the Erie and B&O crossed, not Ravenna, which is 38.5 Erie miles and 44.8 B&O miles east of Sterling.
JAY SCHMUCKER

Louisville, O.

COUNTER ARGUMENT

This is a rebuttal to comments made by Roy Gelder in March 1987 "TRAINS Turntable" on page 74.

I have over 14 years experience as a road and yard freight conductor with Conrail and have logged hundreds of thousands of miles in freight service with caboose and cabooseless trains. Mr. Gelder did make a few good points on cabooseless trains. However, six years as an assistant superinten-

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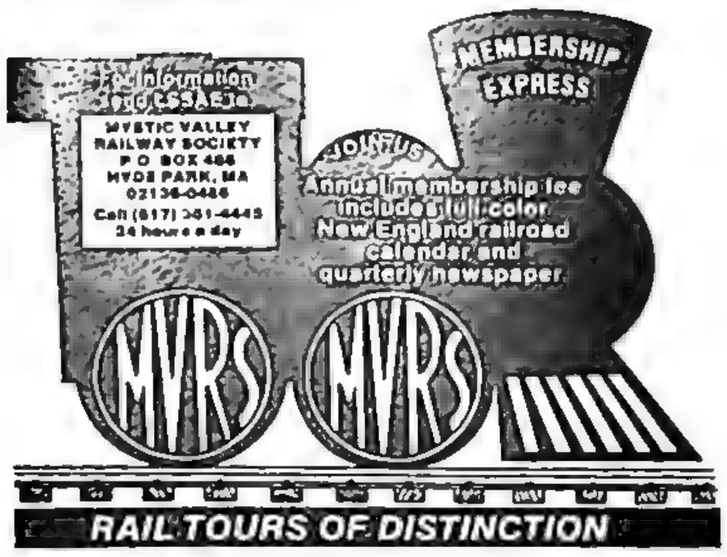

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dent does not give him the authority to state that cabooseless trains are safer for the crew. He apparently has never had to, as a trainman or conductor, hold on to and ride the rear car of a train down a main track while shoving in reverse during the day or night in inclement weather *and* operate a portable radio, hold a lantern, and monitor wayside signals. There are also public grade crossings that have vehicles going through the warning lights or around gates. Now, should the train happen to strike a vehicle, there is no protection between you and the vehicle. Mr. Gelder, have you ever had to contend with the hazards of being struck by rocks, bottles, and other dangerous objects thrown at you by children and adults along the right of way, or being knocked off balance by a sudden jolt due to slack action? It appears you have little or no operating experience if you have never had to deal with any of the above. I would much rather have the protection a caboose provides against these hazards than none at all.

ANTHONY G. FALZO

Bloomfield, N. J.

INSPIRATIONAL

Thanks for the fine all-Santa Fe, all-steam issue in February 1987 TRAINS. I was inspired enough to pull out and reread the great August 1975 issue [all on Santa Fe 2-10-4's].

R. A. KISE

Lebanon, Pa.

I have been waiting for Lloyd Stagner to cover the Santa Fe 4-8-4's in TRAINS, and his excellent coverage in your February 1987 issue [page 24] did not disappoint me. He did a fine job in describing the operation of these beautiful machines.

I have a comment on the prewar modernization program for the 3751 class. The last four locomotives to be put through Albuquerque shops in 1941 in this program were the 3763, 3760, 3751, and 3764, and all four of these received the Worthington 6-SA feedwater heaters at that time. Engines 3752, 3754, 3755, 3758, 3759, 3761, and 3762 did not get their 6-SA's until the later 1947-1948 upgrading.

STAN KISTLER

Grass Valley, Calif.

I would like to voice my disappointment over February 1987 TRAINS. It took me just five minutes to get all the knowledge out of it I could.

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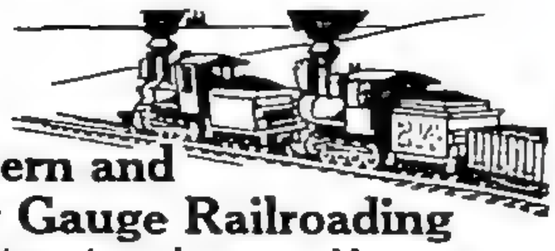

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MICHAEL T. BUOL

Monroe, Wis.

WRONG ACT

In March 1987 TRAINS' "Arrival & Departure," J. David Ingles made two errors [page 10]. One of these is trivial, the other is far more important.

The law which governs railroads' responsibilities to injured employees is not the Railway Labor Act, rather the Federal Employers Liability Act (FELA). This is not a substantial error. However, the implication that railroad employees *must* engage in litigation to receive compensation for their injuries is completely inaccurate and is an affront to those railroaders whose responsibility it is to investigate and resolve personal injury claims. Every rail carrier in the country is critically aware of the FELA and of its provisions. They are willing to resolve personal injury claims directly with the employee without the involvement or expense of attorneys on either side.

The difference in position between railroad employees and those workers who are covered by state compensation laws is that the railroad employee has an easily exercised course of action which allows him or her to file suit if they feel that the railroad is not handling the claim honestly and fairly. This fact alone is sufficient to guarantee that the railroad will make every attempt to resolve a claim for injuries to the satisfaction of the employee.

MARK L. BURTON

Columbia, Mo.

HEMPHILL FAN

I do consider myself a railfan, though very casually. However, Mark W. Hemphill's photography and pro[illegible] on UP's Sherman Hill in the winter, page 46, December 1986 TRAINS] were a special treat for me.

CHARLES J. PETTIT

Cincinnati, O.

ACCIDENT QUESTION

The photographs of the Amtrak-Conrail accident at Gunpow interlocking on pages 18D-19 in April 1987 TRAINS show as do no others I've seen the violence and destructiveness of this collision. But Don Phillips' excellent account of the accident leaves a puzzling question unanswered.

If switch No. 12, where tracks 1 and 2 converge, was lined up for the *Colonial* running northbound on track 2, is this a spring switch through which the errant Conrail freight units were able to make a trailing move, since these locomotives ran onto track 2 into the path of the *Colonial*, without being derailed at the switch? The NTSB report on the accident, which no doubt will answer

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This work covers the Canadian Pacific in the western prairies from its earliest days to the present. There is a detailed photograph of a 1906 steam shovel and also one of a 1903 rotary snowplow. Steam and diesel-electric locomotives of various types are illustrated and, while there is not the majestic scenery of the mountains, we believe that railwaying on the prairies has an aura all of its own. **$6.00 including postage.**

CANADIAN PACIFIC'S ELECTRIC LINES
by George Roth and William Clack

One of Canadian Pacific's "best kept secrets" is that it operated an interurban system in southwestern Ontario. This 32 page book covers all aspects of the system from its inception as an urban traction system in 1894, through its development and modernization to its final conversion to diesel-electric power in 1961 **$7.00 including postage.**

CANADIAN NATIONAL AND CANADIAN PACIFIC IN NORTHERN ONTARIO (Volume Two)
by Dale Wilson and Gordon Jomini

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PACIFIC GREAT EASTERN RAILWAY (Volume Two)
by Timothy Horton

To celebrate the British Columbia Railway's 75th anniversary, we are publishing the second work in this series. This volume completes the story of the line up to the early 1970s. It will be followed by **The British Columbia Railway (Volume One)** in 1988. **The Pacific Great Eastern Railway (Volume Two) $7.00 including postage.**

Since we published our first work, **Canadian Pacific in the Rockies (Volume One)** in April 1978, BRMNA has earned an enviable reputation for high quality, low cost railroad books. There are now over 30 titles and all are in print. **The Northern Alberta Railways (Volume One)** has been out of print for some time but, after much pressure from those of you who missed this work, we have been persuaded to reprint it. This happy news coincides with the announcement that Colin Hatcher is now completing **The Northern Alberta Railways (Volume Two)** and this book will be available later in 1987. Other works in the course of preparation include **Canadian Pacific in Manitoba (Volume Two)** and the **Dominion Atlantic Railway.** All will be available for $7.00 including postage.

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this significant question, will not be issued for some time.

DONALD ALLISON

Chicago, Ill.

☐ In all probability, the Conrail engines, approaching the switch trailing-points at high speed, simply forced the switch to align as they passed through it.—J.D.I.

SOME LIKE IT, SOME DON'T

Regarding "Enter Mr. Hill" on page 51 of March 1987 TRAINS: It's refreshing to see railroad art from a new perspective. The Foggs, Dannemans, et al, are nice, but tend to be repetitive, hence boring.

L. M. THOMAS

Jacksonville Beach, Fla.

Modern art in traditional style. Look at those spikes, ties!

SHERMAN SHOOK

Wilkes-Barre, Pa.

I liked [that M&StL art cover] at the time, have often recalled it, and was pleased to see this little feature on it.

DALE P. BELL

Des Moines, Ia.

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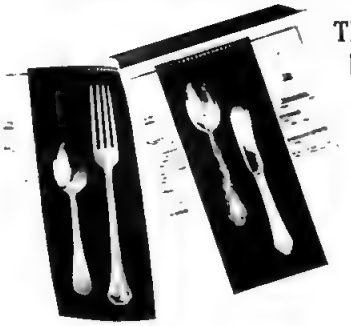

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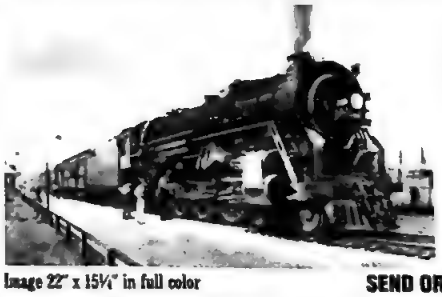

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swer to say that the photographer captures the image but the artist captures the soul. Compare the portraits of Karsh of Ottawa with John Singer Sargent's, or the rail photos of Mark Hemphill with Bern Hill's airbrush.

E. PARKER HAYDEN, JR.
Princeton, N. J

NO "OF" IN BRC

Take refuge in the fact that a recent Brotherhood of Railway and Airline Clerks press release also inserted the nonexistent "of" in Brotherhood Railway Carmen [as TRAINS did, page 10, "Arrivals & Departures," November 1986.]

FRANK WILNER
Washington, D.C.

CORRECT NAME

Recurrently in TRAINS, the National Museum of Transport is referred to as the St. Louis County Museum of Transport or some variation. Such happens in many publications, especially when fans submit news items. The implied downgrading of stature is of importance when it appears in a nationally influential, thoroughly-read medium such as your magazine.

The National Museum of Transport is unique in its comprehensive collection that is of *national* scope. Please help us to achieve the recognition and support that the collection here deserves by encouraging the use of the correct name—one that the institution has had for 28 years of its 44-year history.

JOHN P. ROBERTS, M.D.
Secretary
Transport Museum Association
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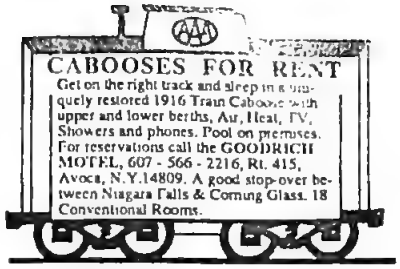
MILWAUKEE'S MC KEEN

Contradicting Jim Scribbins' "TRAINS Turntable" [page 74, April 1987], the Milwaukee Road did indeed own a McKeen car. It came with the purchase of the Bellingham & Northern Railway in Washington State on December 31, 1918. This company acquired the Bellingham Bay & British Columbia Railroad on October 21, 1912, and the BB&BC had acquired a McKeen—its



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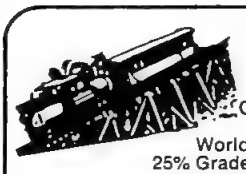

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Cicero, Ill.

CURIOUS

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SEABOARD SIGHTINGS

To update the photo of Seaboard SD40 No. 8300 (ex-Gainesville Midland 10) in March 1987 TRAINS [page 41], I photographed the unit on May 10, 1986, in Spartanburg, S.C., in the full Seaboard System color scheme. I also have a picture of TRAINS' "typical American locomotive" of 1982, B&O-Chessie GP38 3802, which I took in Augusta, Ga. How's that for traveling! We are starting to see more and more Chessie engines and cabooses down south.

In the middle photo on page 14 of April 1987 TRAINS, the fourth engine in the CSX locomotive lashup is Family Lines 7225, ex-L&N 1495, a U30C, not a C30-7 as your caption stated.

SCOTT A. WILK

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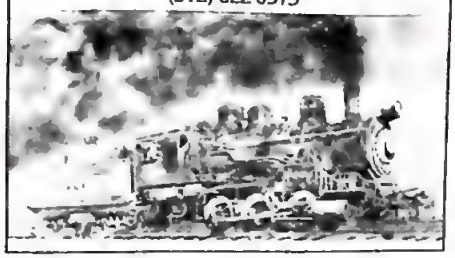

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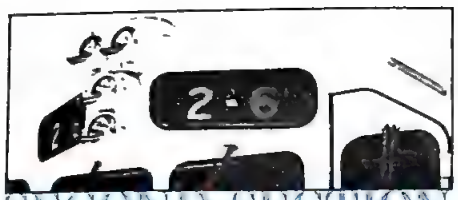

SECOND SECTION

Meet Editor J. David Ingles . . .

The man who assumes the editorship of TRAINS with its next issue brings to the position heritage, education, experience, dual copy/photo abilities, contacts, and travel.

The category I commend first to you is the diesel. Since Jersey Central took title to 60-ton, 300 h.p., B-B No. 1000 in 1925, approximately 50,000 units have entered U.S. common-carrier rail service; and I would wager that Ingles could, given a bare room, desk, chair, blank tablet, and ballpoint pen, list 80 to 85 per cent of them by road, colors, model, series, and builder. In, say, 36 hours. He is, then, the living contradiction of those who declared that the end of steam would be the end of our avocation. It follows that in 1982 he was one of very few who could, and the only one who did, attempt the worthy task of distilling the existing fleet of 29,518 Class 1 diesels down to a single all-American unit, Baltimore & Ohio GP38 No. 3802.

INGLES

I might add that he has an innate sense of geography, read fixed plant, that befits his new position. You want to talk river bends paced by the Q out of La Crosse or the track diagram at Tower 55 in Fort Worth or approaches to Richmond (Virginia or California), he'll keep pace with you, milepost by milepost.

Keep in mind that he had a running start. Born in Chicago in 1941, Dave is the son of John S. Ingles, a University of Illinois graduate in Railway Mechanical Engineering who helped implement the rebuilding of Illinois Central steam power at Paducah; worked in the railway supply field in Chicago; and retired as chief mechanical officer of the Detroit, Toledo & Ironton, all the time being an active live-steamer and scale O-gauger. Season that background of Dave's with higher education at the University of Colorado, MacMurray College (Jacksonville, Ill.), and University of Tennessee; mature with the deadline, accuracy, and who-what-where-why-when criteria of the daily press (Jacksonville, Ill., *Journal-Courier* and Springfield *Illinois State Journal*); credit him with being a formative influence in the 1961 founding of *Extra 2200 South*, Jerry A. Pinkepank's newsletter that matured into a locomotive newsmagazine; and append 16 years with TRAINS. Now the man begins to come into focus.

Along the way to our front office he has taken over 100,000 railroad color slides and black-and-white negatives in 49 states and 9 of Canada's 10 provinces; inked in more than 75,000 U.S. and Canadian railroad route-miles in his personal Rand-McNally *Handy Railroad Atlas* on 1[illegible] roads, including 99.87 per cent of Amtrak's 23,394-mile (as of 1985) system; met all of his forerunners who occupied the chair of TRAINS editor; acquired an unabashed affection for mutually inclusive Wabash and Alco; and with wife Carol (ex-state editor, *ISJ*—one of their first dates was a Springfield-St. Louis round trip on IC's *Green Diamond*) raised a daughter, Susan, now 6 (her favorite engine is not a diesel but N&W 611).

Personal but not necessarily irrelevant is the fact that he has more questions than there are answers; orders personalized auto license plates (sample: SOO 17); would sooner miss his own birthday party than the annual meeting of the Gulf, Mobile & Ohio Historical Society; may know more railfans by their first name than V. Allan Vaughn does; thinks having your hot dogs and eating them too means a baseball park overlooking a main line; photographs state capitols (41 to date and counting) and covered bridges; believes a clean desk means an empty mind; and shares with his predecessor an affinity for the hours of 10, 2, and 4 synonymous with an extraordinary soft drink.

Not incidentally, Dave will be reporting to a new TRAINS publisher, only its third in nearly 48 years of publication. He is Kalmbach Publishing Co. Executive Vice President Walter J. Mundschau. Walt, 52, a CPA Arthur Andersen & Co. alumnus, joined the firm as controller in 1968, and proved to be a staunch ally in providing the magazine with the staff, budget, and managerial support it needed to expand and prosper. Publishers earn their keep by overseeing printing contracts, newsstand distribution, subscription processing, cost allocations, and allied business functions, and as such are as indispensable to the reader as they are unsung. As befits anyone with the title, Walt has been dusted by the cinders of Southern 4501. Look for his name badge at some future NRHS Convention and say hello.

MUNDSCHAU

Dave assumes office with a full train sheet on the dispatcher's desk. The 1218 and 1361 are back in steam, Kneiling's integral trains (in spirit if not in detail) are set to roll, historical railroad research is achieving unprecedented heights, Southern Pacific & Santa Fe is bound who knows where, anticipation builds for NTSB's report on that Amtrak/Conrail collision at Chase, Md. . . . and for the first time in 39 years I can enjoy again that unalloyed sense of eager anticipation when I hurried home from Louisville Male High School on streetcar and trolley bus to find a new TRAINS in a manila envelope, each page as fresh and informative as a set of green 31 order tissues.

Dmaugh

P.S. As Ingles knows, the great reward of working at 1027 N. 7th is people—all the

The Last Train from

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The mountains of eastern Kentucky provide a magnificent backdrop for ex-L&N Pacific #152 as she travels from Louisville, Ky. to Appalachia, Va. during October, 1986.

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men and women who share their high iron experience as railroaders, as travelers, and as train-watchers. It is appropriate, then, that I log off from my video display terminal at TRAINS after sharing with you a few choice quotes by a retired fireman, T. B. Thompson, on a favorite railroad, Southern Pacific. You'll find some of his experiences turning up in future editions of "Selected Railroad Reading," but for now enjoy these excerpts from my correspondence with him.

Concerning Espee's conventionally oriented, coal-burning, Lima AC-9 2-8+8-4's: "In my estimation, and it was also judged by the old-timers, the 3800 was a great locomotive. It could be counted on as a good steamer and reliable at getting over the road. The only great whine I recall from various hoggers was that 3800's were a little too gigantic for local switching. I remember one cold December night in Three Rivers, N. Mex. We were ordered to set out two box cars and pick up the empties. The dark night, the cold, and trying to look around that long articulated sweep of boiler proved too much for the crusty hogger. . . . He talked his experienced fireman into doing the switching, during which time the hogger stood on the gangway cursing the SP and their 3800's, all the time shaking his fists at the cold brilliant stars and the few twinkling lights of Three Rivers."

And other steam power?: "My favorite engine became SP-1 [three-cylinder 4-10-2] 5000's. When you were called for a 5000, it was a pretty good bet that you'd drawn to a good hand of railroading. I never fired a Daylight, but I caught the 4300's [4-8-2's]—a fine locomotive. Cab-forwards, I guess, were the Cadillac of SP locomotives. They were outnumbered in the southwest. Doing your job behind those picture windows was too civilized. To me, a 5000 was a true road engine. It wasn't luxury, but it was muscle." I

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Railfan Excursion Trips Only

Although every possible precaution is taken to ensure accuracy, TRAINS assumes no responsibility for errors in listing fan-trip schedules, which are subject to change without notice. Copy is due on the 25th of the month three months before the cover date (April 25 for the July issue, May 25 for the August issue, etc.). Insertions should be submitted in typed form and in TRAINS' style. Please specify whether times are Daylight or Standard. We reserve the right to edit undesirable copy or to refuse listing. Each insertion up to 10 lines (approximately 50 characters per line) $12.75 in advance; each additional line, $2.60; one 10-line insertion for 6 months $65. Make checks payable to TRAINS magazine, and address all correspondence to "Running Extra." Attn: Cathy Schnackenberg.

REGULARLY SCHEDULED

COLORADO

High Country Railroad operates daily 11 a.m. to sunset, from Memorial Day to Labor Day, at Heritage Square west of Denver, Colo. Weekends in October, weather permitting. The 2' gauge 0-4-0 steam Henschel crosses a 60' trestle and a 50' steel bridge as it pulls its train on a 1½-mile ride through scenic foothills. Shay and Hartmann locomotives will operate on special occasions. Location is 15 miles west of Denver on U. S. Highway 40, off Highway 6 or I-70. More information from HCR, Inc., 8555 Arapahoe Rd., Boulder, CO 80303.

COLORADO/NEW MEXICO

"The only train to Toltec" is America's longest and highest narrow gauge steam excursion. Opened in the early 1880's and now owned by the states of New Mexico and Colorado, K-36 2-8-2 locomotives take you through 64 miles of historic and scenic country, tunnels, gorges, and breathtaking trestles in the southern Rockies. Runs everyday June 13 through October 11, 1987 between Chama, N. M., and Antonito, Colo. Or for two days' fun, the "Overnight Special" includes food and lodging. Write or call for free colorful brochure with full information. Cumbres & Toltec Scenic Railroad, P.O. Box 789E, Chama, NM 87520. (505) 756-2151.

ILLINOIS

Illinois Railway Museum at Union, McHenry County, Ill., is open daily from Memorial Day through Labor Day, and weekends in May, September, and October. Steam is operated weekends only May 17 through September 27, 1987, and daily August 1 through 9. Electric cars are operated all other times. Special events for 1987 include Model Railroad Day on Saturday, June 27 (clinics, demonstrations, tours, and prototype operations), the annual Trolley Parade on July 4 and Diesel Weekend on July 19. Historic Diesel Week is August 10-15. Railfan Weekend is over Labor Day Weekend and includes a night photo session with Railfan & Railroad Editor Jim Boyd on September 5 and 6 only. Everybody welcome. Members Weekend on September 26-27. For recorded information call (312) 262-2266 or write for brochure to: Illinois Railway Museum, P.O. Box 431, Union, IL 60180.

IOWA

Boone & Scenic Valley Railroad announces several changes for 1987. Operating May 23 through November 1, 1987. New schedule departing daily at 1:30 p.m. Saturday, Sunday, and holidays at 11 a.m., 1:30 p.m., and 4 p.m., CDT. Longer 14-mile round trip into the scenic Des Moines River valley over former Ft. Dodge, Des Moines & Southern Railroad mainline, including 800' x 156' steel trestle and the Des Moines River bridge. Boone, home of C&NW Central Division, Kate Shelley high bridge, Mamie Eisenhower birthplace restoration, with fine dining, lodging and camping nearby. Free brochure, send SSAE to B&SV Railroad, P.O. Box 603, Boone, IA 50036. (515) 432-4249.

MASSACHUSETTS

Mystic Valley Railway Society, a non-profit corporation dedicated to educating the public on travel by rail in New England and the United States, runs interesting rail tours year-round. Regularly scheduled visits include Maine, New Hampshire, Hoosac Tunnel, Washington D. C., Colorado, California, and much more. Annual membership fee, (April 1 to March 31), $4. Membership includes our full-

New England rail[illegible] calendar. Write Mystic Railway Society [illegible] Box 436, Hyde Park, MA [illegible]-0486, or call [illegible] at (617) 361-4445.

MICHIGAN

Henry Ford Museum-Greenfield Village special event weekends in Dearborn, Mich., will be the destination for the four "Yes! Michigan 150 Train" overnight visits from Chicago, Ill., Niles, Ill., Kalamazoo, Mich., Albion, Mich., and Jackson, Mich., using Amtrak. Dates: Muzzleloaders Festival June 20-21, 1987, Antique Fire Engine Muster July 25-26, 1987, Old Car Festival September 12-13, 1987, and Autumn Harvest Festival October 3-4, 1987. For more information send a LSSAE to Bluewater Michigan Chapter NRHS, P.O. Box 296, Royal Oak, MI 48068-0296.

Southern Michigan Railroad offers train rides between Clinton, Mich., and Tecumseh, Mich., on weekends and holidays from May 2 to September 27, 1987. Ride an assortment of equipment from motor cars to cabooses on a scenic 10-mile round trip over former-NYC trackage. Display museum open seven days a week. SMR is located in southeastern Michigan, 20 miles southwest of Ann Arbor, Mich., and 35 miles northwest of Toledo, O. Write or call: SMR, P.O. Box 434, Clinton, MI 49236. (517) 456-7029.

MONTANA

The Izaak Walton Inn is for railfanning. Located on BN's main line 16 miles west of the Continental Divide, our Great Northern-built hotel provides delicious food, trackside rooms, a railroad bar, helper service, trestles, tunnels, and snowsheds. Glacier National Park, Marias Pass, unsurpassed photographic possibilities. Amtrak stop at Essex. Izaak Walton Inn, Box 653, Essex, MT 59916. (406) 888-5700.

NEBRASKA

Fremont & Elkhorn Valley Railroad of Fremont, Nebr. Nebraska's largest and longest steam excursion railroad. The 1942 2-8-0 Baldwin 1702 crosses the Mormon Trail and the beautiful Elkhorn River Valley on its 34-mile trek. Weekend service from April 18 through October 24 including holidays, Saturdays 11 a.m. and Sundays 2 p.m., CDT. A 5 p.m. run is added Saturdays, from May 23 through September 7, 1987. For schedule or information call (402) 727-0615 or write FEVR, P.O. Box 939, Fremont, NE 68025. Send SSAE.

NEVADA

Nevada Northern Railway Historical Operating Museum now on display from May 18 through October 4, 1987. Steam, diesel, and electric engines, antique passenger, freight, and work equipment of one of the best preserved shortlines in North America. Features "The Ghost Train of Old Ely," an authentic steam passenger train dating from 1910. Excursions over historic Nevada Northern, only on the following dates: May 23-25, July 4-5, August 1-2, September 5-7, and 26-27, 1987. Details: Nevada Northern Railway, P.O. Box 40, East Ely, NV 89315. (702) 289-2085.

NEW HAMPSHIRE

Conway Scenic Railroad at North Conway offers a nostalgic 55-minute, 11-mile train ride through pretty countryside. Depart from one of America's most unique railroad stations, listed in the National Register of Historic Places. 112-year-old depot houses free museum. Roundhouse and turntable in daily operation. Active motive power includes 2-6-2 and 0-6-0 steam locomotives, as well as GE 44 tonner, Alco S-4, and EMD F-7 diesels. Maine Central 2-8-0 steamer on display. Daily, June 13 through October 25. Departures at 11 a.m., 1 p.m., 2:30 p.m., and 4 p.m. "Sunset Special" at 7 p.m., every Tuesday, Wednesday, Thursday, and Saturday during July and August. The village of North Conway in beautiful Mount Washington Valley offers many fine dining, lodging, camping, shopping, and recreational opportunities. Free brochure, send SSAE to Conway Scenic Railroad, P.O. Box 947T, North Conway, NH 03860. (603) 356-5251.

NEW YORK

Tioga Central Rail Excursions in New York's Finger Lakes region operates over former Lehigh Valley Auburn branch with a variety of historic locomotives and rolling stock. Forty-mile round trips Fridays and Saturdays at 7 p.m., with dining available (for reservations, call (607) 625-9917), Saturdays at 9 a.m., with breakfast. Eleven-mile round trips visit three museums Saturday and Sunday afternoons, May through November. Call for timetable and special events calendar. TCRE, R. D. 4, Box 4240, Route 38, Owego, NY 13827. (607) 642-5511.

OHIO

The Buckeye Central Scenic Railroad is a great old train. Located on U. S. 40 in central Ohio, the old Shawnee line runs between National Road and Newark, O. Passing through swamps, glacier heaves, scenic farmland, and over the Licking River. The regular season begins Memorial Day and continues every weekend until October 31, the BCS railroad leaves National Road station at 1 p.m. and 3 p.m., EST. The Buckeye Central also offers many charter runs and other special events. For more information write to: The Buckeye Central Scenic Railroad, P.O. Box 242, Newark, OH 43055. (614) 928-3827 or (614) 928-1309.

Indiana & Ohio Railroad offers regularly scheduled passenger train rides on ex-Pennsylvania trackage. Equipment used is an ex-CB&Q GP-7 pulling ex-Lackawanna commuter cars. Trips depart 12 p.m., 2 p.m., and 4 p.m., every Saturday, Sunday, and holiday starting on May 23 and ending on November 1, 1987. Fares are $7 adult and $3.50 for children under 13. Trips start at Forest and Western avenues in Mason, O. (located 25 miles north of Cincinnati). Write to 11020 Reading Rd., Suite 501, Cincinnati, OH 45241. All times are EDT.

PENNSYLVANIA

Bellefonte Historical Railroad operates ex-New Haven RDC from beautifully restored PRR station in Bellefonte each weekend and holiday, Memorial Day through the end of September, 1987, over 40 route-miles in scenic and historic central Pennsylvania. Includes Pennsy Bald Eagle branch. Special holiday and fall foliage excursions. Charters available. LSSAE for brochure. Bellefonte Historical Railroad, The Train Station, Bellefonte, PA 16823.

Gettysburg Railroad, Gettysburg, Pa., offers two steam engines, among Nos. 76, 38, and 3254. Trips depart at 1 p.m., and 3 p.m., EST, every Saturday and Sunday, June through October. 11 a.m. and 1 p.m. trips weekdays in July and August. Special 50-mile trips on July 11, August 8, September 12, and October 3, 10, 11, and 17, 1987, leaving at 10 a.m. Group rate available. Free brochure. Send SSAE to Gettysburg Railroad, Constitution Ave., Gettysburg, PA 17325.

West Shore Rail Excursions Inc. Regularly scheduled train rides from May 3, 1987 through December 20, 1987. Rides at new station Mifflinburg, one and two-hour rides with GP30 painted PRR. Rail line former PRR now West Shore Railroad. For information and timetable: West Shore Rail Excursions Inc., 196 N. Third St., Mifflinburg, PA 17844. (717) 966-9390.

VERMONT

Green Mountain Railroad operates the Green Mountain Flyer between Bellows Falls, Vt., and Chester, Vt., daily June 20 to September 7 and September 26 to October 12, 1987. Weekends only September 12-20 and October 17-25. New Ludlow excursion service weekends only beginning July 18 to August 30 and September 26 to October 12. Trains run with Alco RS-1 locomotives and restored Rutland and CNJ coaches. The best way to see scenic Vermont. Free brochure. Contact GMRC, P.O. Box 498T, Bellows Falls, VT 05101. (802) 463-3069.

WISCONSIN

Kettle Moraine Railway, North Lake, Wisc., steam train departs 1889 depot every Sunday, June 7 through October 18, 1987 and Labor Day at 1 p.m., 2:30 p.m., and 4 p.m., CDT, rain or shine. Eight-mile round trip behind a Baldwin 2-6-2. Extra 11 a.m. trips October 4, 11, and 18 for fall colors. Special trips and group rates available. Highway VV (old 74) and 83. Nine miles north of I-94 on 83 (exit 287). Nearby attractions: Hawks Inn, Holy Hill, Cheese Factory, dining, and camping. Stamp for brochure. P.O. Box 247, North Lake, WI 53064. (414) 782-8074.

Mid-Continent Railway Historical Society, in North Freedom, Wisc., is building a faithful replica of a typical turn-of-the-century steam-powered shortline railroad. Over 500 volunteer members are dedicated to the preservation, restoration, and operation of historic railway equipment. Steam trains operate daily May 11 through Labor Day, weekends only September 12 through October 18. Send SSAE to MCRHS, P.O. Box 55, North Freedom, WI 53951. Call (608) 522-4261 for information.

CANADA, MANITOBA

Prairie Dog Central will operate steam excursion trips using 105-year-old 1882 ex-CPR 4-4-0 No. 3, ex-Keweenaw Central 1908 Pullman combine No. 103, and four CN and CP wooden turn-of-the-century, open-window coaches, complete with smoke and cinders. Thirty-six mile, two-hour trips on Sundays, June through September. Train departs CN St. James Station, near 1661 Portage Ave., 11:30 a.m. and 3 p.m., daylight time. For brochure, write the Vintage Locomotive Society, Inc., Box 217, St. James P.O., Winnipeg, Manitoba, Canada R3J 3R4.

CANADA, NEW BRUNSWICK

Salem & Hillsborough Railroad, Atlantic Canada's only steam powered railroad and museum, offers one-hour trips through beautiful Albert County countryside using ex-Sydney & Louisburg 2-6-0 No. 42 and ex-Canadian National 4-6-0 No. 1009. Interesting equipment on display, picnic areas, playground, gift shop, and snack bar. Trains run weekends May 16 through September 27, 1987, and daily from June 26 through September 6. Fall foliage specials: A 3½-hour, 22-mile round trip run on Saturdays and Sundays during October. "The Sunset," a dining and entertainment train, runs Saturday and Sunday evenings during June, September, and October, Wednesday through Sunday evenings during July and August, 3½-hour, 22-mile round trip. Both trains available for charters. For color brochure and complete schedule write to: Salem & Hillsborough Railroad, P.O. Box 70, Hillsborough, New Brunswick, Canada E0A 1X0. (506) 734-3195.

EXTRA MOVEMENTS

June 7, 1987: Canadian Rocky Mountain Daylight. A Classic Rail and Gold Rush Tour through the Fraser and Thompson canyons to Kamloops, and onward to Jasper in the Canadian Rockies. Unique all-daylight travel aboard a fully restored 1920 Canadian train including observation cars, dining, and lounge cars. The seven-day package includes two days on board the Daylight, two full days sightseeing, and three days by bus to Barkerville and Cache Creek. Train connection to Edmonton, VIA Rail and BC Rail may be combined. Call Gail at Drainie Travel, (604) 689-9600, or write to No. 200, 905 W. Pender, Vancouver, British Columbia, Canada V6C 1L6.

June 18-29, 1987: The "Labrador Pioneer," an unusual 12-day rare-mileage Canadian rail adventure from southeastern Michigan to the Labrador wilderness for the enjoyment of mixed train operation on the Quebec North Shore & Labrador. Send a LSSAE to Labrador Pioneer, Bluewater Michigan Chapter NRHS, P.O. Box 296, Royal Oak, MI 48068-0296.

June 19-21, July 10-12, July 31-August 2, and August 14-16, 1987: Private railroad car trips to historic Savannah, Ga. Round-trip weekend getaways from Tampa, Fla., including meals aboard train, $250. Florida Gulf Coast Railroad Museum, 4405 W. Melrose Ave., Tampa, FL 33629.

June 26-28, 1987: The "Chicago Arrow," a 500-mile three-day round trip from Detroit, Mich., to Chicago, Ill., behind Norfolk & Western streamlined 4-8-4 steamer No. 611 over the former Wabash and Nickel Plate Road lines of the Norfolk Southern Corporation. Passenger stops in Milan, Mich., Adrian Mich., Montpelier, O., and Fort Wayne, Ind. Two nights and a full day Saturday in Chicago with side trips including the Illinois Railway Museum. Send a LSSAE to Bluewater Michigan Chapter NRHS, P.O. Box 296, Royal Oak, MI 48068-0296.

June 27, 1987: Steam is great on the Nickel Plate! Chicago Chapter NRHS and Norfolk Southern Corporation invite you to relive mainline steam from Chicago, Ill., to Fort Wayne, Ind., and return. Led by N&W 611, our excursion will retrace the route of the former Nickel Plate Road. Enjoy the sights, sounds, and smells of big time steam and the early summer Indiana farmlands from open window and air conditioned coaches. Seats are limited. For flyer, send LSSAE to: A 611 Summer, Chicago Chapter NRHS, P.O. Box 53, Oak Park, IL 60303.

July 10-12, 1987: Private car trip from Tampa, Fla., to Savannah, Ga., aboard the Florida Gulf Coast Railroad Museum's sleeper/lounge "Cape Tormentine." Champagne lunch outbound and continental breakfast on return trip. Departure from Tampa at 11:48 a.m. (Friday), leave Savannah at 7:06 a.m. (Sunday). All via Amtrak's Silver Meteor. Friday evening and all day Saturday free in Savannah. Space limited to 24. Florida Gulf Coast Railroad Museum, Inc., 4405 W. Melrose Ave., Tampa, FL 33629.

July 11, 1987: Rivers N' Rails Ramble boat excursion. Once-in-a-lifetime chance to sail on New York harbor and New Jersey inland rivers with emphasis on railroad marine activities and facilities. View current Amtrak, Conrail, NJ Transit, and PATH trains, as we explore the bridges and rail facilities along the Passaic and Hackensack rivers. Trip departs from CRR-NJ passenger terminal, Statue of Liberty ferry dock, foot of Johnson Ave./Audrey Zapp Dr., Liberty State Park, Jersey City, N. J. Exit 14B New Jersey turnpike, no local streets, direct entry to park. Free parking. Connections via PATH-Journal Square Station/Central Ave. Bus directly to ferry dock. Open window Circle Line yacht. Capacity 500 passengers. Fare $35 per person. Special group rates for 15 persons or more. Tickets must be purchased in advance for 15 persons or more. Tickets must be purchased in advance of sailing. Send check/money order with SSAE to: Communipaw Commemoratives, P.O. Box 831, Pamrapo Station, Bayonne, NJ 07002. (201) 823-4983.

July 11-12, 1987: The "Yes! Michigan 150 Steam Train," two one-day 300-mile round trip excursions Detroit, Mich., to Montpelier, O. Motive power will be J-Class Norfolk & Western streamlined 4-8-4 steamer No. 611. Then on to Fort Wayne, Ind., for an unusual turning movement around the city non-stop. Passengers may also board at Milan, Mich., Adrian Mich., Montpelier, O., and Butler, Ind. For more information send a LSSAE to "Yes! Michigan 150 Steam Train," Bluewater Michigan Chapter NRHS, P.O. Box 296, Royal Oak, MI 48068-0296.

July 17-19, 1987: "Iron Horse Festival," Logansport, Ind. Steam excursions over a new route (former Vandalia Railroad), model railroad displays, great food, loads of activities for all ages, and the charm of a day spent in rural Indiana. Frequent departures. Low, low fares. For our brochure with timetable, ticket information, and full details, send a LSSAE to Iron Horse Festival, P.O. Box 407-A, Logansport, IN 46947.

July 25, 1987: Want to ride the old California Zephyr again? Can't recreate the whole train, but will be operating newly restored CZ observations from Chicago, Ill., to Portland, Ore., for the NMRA convention. Places available. Jan Young, 767 Holden, Port Washington, WI 53074. (414) 284-3742, evenings/weekends only.

July 25-26, 1987: Stourbridge Rail Line. Five open coaches behind the BL2 (ex-BAR No. 54), 50-mile round trip excursion between Honesdale, Pa., and Lackawaxen, Pa., over ex-Erie trackage. All open window cars. Layover in Lackawaxen. July 25, two trains departing Honesdale at 10 a.m., and 3 p.m. July 26, one train departing Honesdale at 1 p.m. For details and tickets write: Wayne County Chamber of Commerce, 742 Main St., Honesdale, PA 18431. (717) 253-1960.

July 31-August 2, 1987: Private car trip from Tampa, Fla., to Savannah, Ga., aboard the Florida Gulf Coast Railroad Museum's sleeper/lounge "Cape Tormentine." Champagne lunch outbound and continental breakfast on return trip. Departure from Tampa at 11:48 a.m. (Friday), leave Savannah at 7:06 a.m. (Sunday). All via Amtrak's Silver Meteor. Friday evening and all day Saturday free in Savannah. Space limited to 24. Florida Gulf Coast Railroad Museum, Inc., 4405 W. Melrose Ave., Tampa, FL 33629.

August 1-2, 1987: Rare mileage buffs please take note. The 20th Century Railroad Club will operate Amtrak excursions on Saturday, August 1 and Sunday, August 2, from Chicago, Ill., to the famous Oshkosh, Wisc., Experimental Aircraft Show. Trains will reach Oshkosh via the Soo Line and your excursion ticket will also include admission to the air show. Get your tickets early for the first Soo passenger trains since January, 1965. For a descriptive flyer with complete details, write 20th Century Railroad Club, 509 W. Roosevelt Rd., Chicago, IL 60607. Or call the club's "Hotline" at (312) 829-4500 and leave your name and mailing address after the message.

August 8, 1987: Steam special with N&W's Class A No. 1218, the massive 2-6-6-4, from Kenova, W. Va. These will be all-day trips to Columbus, O. Send SSAE to RRHS, P.O. Box 1252, Ashland, KY 41105-1252. This trip has insurance.

August 14-16, 1987: Private car trip from Tampa, Fla., to

Savannah, Ga., aboard the Florida Gulf Coast Railroad Museum's sleeper/lounge "Cape Tormentine." Champagne lunch outbound and continental breakfast on return trip. Departure from Tampa at 11:48 a.m. (Friday), leave Savannah at 7:06 a.m. (Sunday). All via Amtrak's Silver Meteor. Friday evening and all day Saturday free in Savannah. Space limited to 24. Florida Gulf Coast Railroad Museum, Inc., 4405 W. Melrose Ave., Tampa, FL 33629.

August 15, 1987: Second annual New York Harbor Rail Facility Cruise, on board chartered vessel. View from the water past and present rail operations, including PRR, NYC, Erie, DL&W, CNJ, LV, NYS&W, Cross Harbor Float, B&O (SIRT), Conrail, Amtrak including Hell Gate Bridge, Metro North, PATH, MTA, NJ Transit. Photo possibilities abound. See bridge operations, buildings and structures, the CNJ terminal, and the Statue of Liberty. $25, capacity limited. Departs Hoboken, N. J., terminal at 9 a.m. Tri-State Railway Historical Society, P.O. Box 2243, Clifton, NJ 07015. (201) 488-5429. Visa and MasterCard accepted.

August 29-30, 1987: Lake Superior Museum of Transportation will operate round trip excursions on the Escanaba & Lake Superior Railroad between Green Bay, Wisc., and Crivitz, Wisc., using Baldwin and EMD diesel locomotives. Call or send SSAE for further information. LSMT, 506 W. Michigan St., Duluth, MN 55802. (218) 727-0687.

September 6, 1987: F. Nelson Blount memorial train in honor of the founder of the Green Mountain Railroad. Train will run Bellows Falls, Vt., to Summit, Vt., and return, using an Alco RS-1 locomotive. Vermont's scenic beauty is offered with a 90' gorge, covered bridges, rock cuts, Ludlow trestle and GMRC's steepest mainline grade. Limited capacity, please order early. Fares: $21 adult, $18 children ages five through 12. Send LSSAE to Green Mountain Railroad Corp., P.O. Box 498W, Bellows Falls, VT 05101. (802) 463-3069.

September 13-19, 1987: Seven-day tour of the British Columbia Railway by Budd car. Railfan special on the only railroad that operates steam, diesels, and electrics, all of which you'll see. Over 2400 miles! $675 Canadian (approximately $475 U. S.) includes charter train, hotels, and most meals. Brochure: West Coast Railway Association, P.O. Box 2790, Vancouver, B. C., V6B 3X2 Canada. (604) 520-3455.

September 16-24, 1987: Autumn in the Canadian Rockies Tour. The classic Canadian Rockies tour using the domeliners of VIA Rail Canada. Motorcoach Seattle-Vancouver. Two nights Kings Inn, Vancouver. Royal Hudson boat/train trip. VIA Rail CPR route domeliner The Canadian Vancouver-Banff. One night Banff area hotel. Tour Valley of the Ten Peaks, Moraine Lake to Lake Louise, one night at Chateau Lake Louise with dinner and breakfast. Tour Columbia Icefields Parkway to Jasper, snowcoach tour of Columbia Icefields, two nights Jasper at Lobstick Lodge, dinner Jasper Park Lodge, Maligne Lake cruise, Jasper-area tour, VIA Rail domeliner Super Continental Jasper-Vancouver, coach Vancouver-Seattle. Tour from $999. Brochure or to book from Rail Travel Center, 1201 Pacific Ave., Tacoma, WA 98402. (206) 383-8000.

September 19, 1987: North Conway, N. H., Annual Railfan's Day at Conway Scenic Railroad. Day-long events include double-header steam, first generation diesels, passenger trains in multiple sections, and freight and mixed trains. Mail bag pickup. Three-way meet. Photo runs on 3.25% mainline grade. Ride in 1898 Pullman parlor/observation. Extra train over seldom used trackage to Intervale. Model railroad open house. Hand car and velocipede rides. Flea market. All-day train ride pass only $10. For further details send SSAE to Conway Scenic Railroad, P.O. Box 947T, North Conway, NH 03860. (608) 356-5251.

September 19-20, 1987: One of America's finest overnight excursions! Travel round-trip behind Norfolk & Western Class A No. 1218, from Lexington, Ky., to Chattanooga, Tenn. This 510-mile journey over all three divisions of Southern's CNO&TP, the Queen and Cresent Route, is a very rewarding experience including such landmarks as High Bridge, the highest double track railroad bridge in America, New River Bridge, and the numerous tunnels, cuts, and grades on the "Rat Hole." Enjoy the spectacular scenery of the remote hills and valleys of the Kentucky and Tennessee mountains on one of Southern's busiest routes. This two-day trip includes all meals, hotel accommodations, and train fare. Limited capacity, one train only. For details send LSSAE to Bluegrass Railroad Museum, P.O. Box 1711, Lexington, KY 40592. For information, call (606) 233-7177 between 9 a.m. and 6 p.m., eastern time, please.

October 2-14, 1987: Travel to AAPRCO '87 Convention in Pittsburgh, Pa., from Los Angeles, Calif., via Chicago, Ill., Denver, Colo., and Salt Lake on PV Colonial Crafts. Segment I: October 2-6, from Los Angeles to Pittsburgh via Southwest Limited and Broadway. Includes onboard accomodations during the convention and layovers. Segment II: October 11-14, Pittsburgh to Los Angeles via Broadway and Desert Wind over the Rio Grande Moffat Tunnel route in time for the Association of Railway Museums convention in Los Angeles. All enroute meals and beverages included. AAPRCO convention registration and off-train meals excluded. Join us on a family style excursion limited to six non-smoking guests on each segment. Fares: Segment I $1125, segment II $1125, segments I and II $2150. Offered by Rod & Ellen Fishburn, 329C Grandview Ave., Pittsburgh, PA 15211.

October 3, 1987: Union Pacific 8444 excursion from Denver, Colo., to Laramie, Wyo. Three-hundred miles of steam! Consist of five coaches, lounge car, and two baggage cars. Limited space, all seats reserved. Fare includes box lunch and many photo runs. Fare $185 per person round trip. Make checks payable to Intermountain Chapter NRHS and send with SSAE to Passenger Agent, P.O. Box 5181 Terminal Annex, Denver, CO 80217.

October 10-11, 1987: The East Broad Top Railroad Fall Spectacular. Steam locomotives and gas electric coach will operate extra movements, together with the Shade Gap Electric Railway trolley. Station, roundhouse, and turntable in operation daily. Passenger and freight trains will operate both Saturday and Sunday. Shop tours available. Special night train trip, Saturday only. For information write to: The East Broad Top Railroad, Rockhill Furnace, PA 17249. (814) 447-3011. Located off the Pennsylvania Turnpike on U. S. Route 522.

October 10, 11, 18, or 19, 1987: New River Train 1987. One of America's premier all-day excursions from Huntington, W. Va., or Charleston, W. Va., through the fall colors of West Virginia's "Grand Canyon of the East," the New River Gorge. Steam power with ex-Nickel Plate No. 765. Send SSAE to RRHS, P.O. Box 1252, Ashland, KY 41105-1252. This trip subject to insurance availability.

October 15-26, 1987: Blue Ridge Mountains-Heart of Dixie Rail/Cruise Tour. Amtrak to the Delta Queen. Take a 7-night "steamboatin" cruise on the legendary sternwheel steamboat SS Delta Queen, from St. Louis, Mo., to Chattanooga, Tenn., plus Amtrak to St. Louis. Stay at the Omni St. Louis Union Station Hotel, see the National Museum of Transportation, lunch at the Chattanooga Choo Choo Hilton, ride the Lookout Mountain Incline Railway and the Stone Mountain Scenic Railroad, plus Amtrak's Southern Railway flagship, The Crescent. Tour includes visit to Great Smokey Mountains National Park, Gatlinburg, Cherokee, and Atlanta, Ga. Fully-escorted from $1799. Brochure and to book from Rail Travel Center, 1201 Pacific Ave., Tacoma, WA 98402. (206) 383-8000.

October 17-31, 1987: Grand Canada Rail/Cruise Tour. One of Rail Travel Center's independent, unescorted Train to the Sea packages. This tour features a seven-night cruise New York-Acadia-Halifax-Saguenay Fjords-Quebec-Montreal on the Royal Viking Sky and VIA Rail Canada Montreal-Ottawa-Toronto-Niagara Falls-Toronto-Vancouver, including city tours in Montreal, Ottawa, Toronto (by 1920's trolley car), and Niagara Falls. Depending upon cabin choice on the Royal Viking Sky and type of sleeper used on the Canadian, tour runs from $2499. Brochure and to book from Rail Travel Center, 1201 Pacific Ave., Tacoma, WA 98402. (206) 383-8000.

November 4-18, 1987: Copper Canyon-Mexican Riviera Rail/Cruise Tour. Rail Travel Center's 1987 finale is a cruise to Mexico to ride the remarkable Copper Canyon railway. Tour begins with a night on the Queen Mary at Long Beach, Calif., then a 4-night/5-day cruise on the MV Stardancer, Los Angeles-Cabo-Puerto Vallarta-Mazatlan. Coach Mazatlan-Los Mochis, then an in-depth visit to the Copper Canyon, overnight at Divisadero, Creel, and Chihuahua. Ride the full length of the Chihuahua Al Pacifico Railway Los Mochis to Chihuahua. Sightseeing includes Mazatlan, Copper Canyon, Cusare Falls, Menonite Cuauhtemoc and Queen Mary/Spruce Goose. Ride National Railways of Mexico Autovia railcar to Juarez, with coach transfer to El Paso, Tex., for Amtrak or air connections. Fully escorted tour Los Angeles to El Paso, including most meals, from $1299. Brochure and to book from Rail Travel Center, 1201 Pacific Ave., Tacoma, WA 98402. (206) 383-8000.

Mad River & NKP Railroad Society Rail Tours & Excursions for 1987. June 6-15: Western U. S. Amtrak and narrow gauge train tour. August 15-16: Forth annual State Fair Limited (departs Toledo, O., on August 15). Operation tentatively scheduled with steam, NW 1218. September 5-20: Western Canada rail tour, includes VIA and BC Rail. Late fall Mexico rail tour, details being finalized. Send SSAE to Mad River & NKP Railroad Society "Trips," P.O. Box 42, Bellevue, OH 44811.

OVERSEAS

Andes – August, 1987: Steam in the Andes. Charter train to celebrate the reopening of the Guayaquil & Quito in Ecuador. Power will be Baldwin 2-6-0 and 2-8-0's into the Andes Mountains including the 5% grades of the Devil's Noise Switch Backs. Photo run-bys galore. Also charter rail cars on the Sibambe & Cuenca Railroad and on to Quito. Five days of train riding plus time for line side photography and sightseeing. Cab rides and standing on the roof for photography okay. Possible stop-off to see active Colombian steam. Dates and prices: Chris W. Skow, P.O. Box 312, Portola, CA 96122.

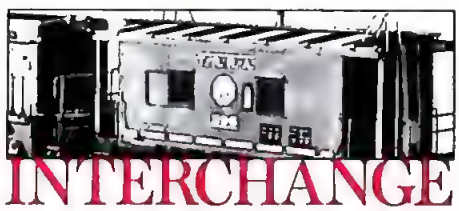
Austrian Rails – September 18-October 4, 1987: To celebrate the 150th Anniversary of Austrian railways, nine steam specials will operate featuring main lines, branches, and narrow gauge. In cooperation with Locomotive Club of Great Britain, this program will be limited to a maximum of 120 participants to insure good control for photography. Priority given to eastern Austrian lines that could be possible candidates for closure including some that are already freight only. Hotels at Vienna, Gmud, and Linz. For complete details: Overland Chapter-NRHS, 1412 Twelfth St., Moline, IL 61265.

Europe – July 17-August 9, 1987: Eurail Extravaganza! Twelve nations, 100-plus trips like Trans-Europe and Orient Express. Talgo, 167mph, TGV, IC, Komet, and Merkur (electrics). Also Wagon-Lits dining, six steam lines, 20 narrow gauge, 12 streetcar systems, eight interurbans, 15 rack/cable, ten mountain passes, four rail ferries, and cab rides. Rhine/Danube/Channel/Baltic/lakes (ships)!! Over 300 miles daily, $2987 including rail, sleeper, surface fares, hotels, and breakfasts. Discounts available. LSSAE to Great Railway Journeys, P.O. Box 65, Miami, FL 33164. (305) 940-TRIP.

New Zealand – November 21-December 6, 1987: New Zealand Rail Fans Tour. A unique, escorted, 16-day tour of New Zealand's narrow gauge railway system on both the north and south islands, including [illegible] on the "cra[illegible]senger and freight trains "Souther[illegible]" "Silver Fern" "Kingston Flyer" (pulled by a 1915 AB Pacific), [illegible] the famous Raurimu Spiral. Visits will be made to [illegible] way museums and NZR's main shops. Highlights [illegible] tour are a rare full-day trip on the North Island Main [illegible] behind a Ja Class 4-8-2 and rides on a K Class 2-4-2 (16[illegible]). Scenic and cultural sights include Christchurch, Arthurs[illegible]gill, Milford Sound, Te Anau, Queenstown, Dunedin, Wellington, Rotorua, and Auckland. Tour includes all accomodations, breakfasts, some meals, transfers, internal transportation, and all admissions. For information and full-color brochure contact the New Zealand Tourist and Publicity Office, 630 Fifth Ave., #530, New York, NY 10111. (212) 586-0060.

European Train Journeys presents Celebration Tours of the 150th Anniversary of the Austrian Railways. Other tours available in Austria, Germany, and Switzerland. Free color brochures. Attention independent travelers: Book any European rail pass through European Train Journeys in 1987 and 5% will be given to Care or Oxfam to feed the hungry. Contact: European Train Journeys, P.O. Box 7793, Thousand Oaks, CA 91359. (805) 492-0809.

TEFS Travel Service: Over 15 year's experience operating steam tours world wide. "You'd like our way too!" Poland – July 25-August 2, 1987: Travel behind steam power, photo permits. Austria – August 26-31, 1987: Steam galore at Austrian 150th birthday bash. East Germany – September 4-13, 1987: MOROP Congress special steam trains. Thailand – September 26-October 8, 1987: Woodburners over the River Kwai. India and Nepal – October 17-November 7, 1987: Darjeeling, tourist sights, and more. Poland – October 31-November 8, 1987: Train chasing by bus, photo permits. China – December 19, 1987-January 5, 1988: Write for details. Philippines – January 5-16 and February 16-27, 1988: Steam in paradise. SSAE for information from John Harmon, 189 Spring Beauty Dr., Lawrenceville, NJ 08648.



INTERCHANGE

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This department is for the convenience of readers wishing to acquire or dispose of railroadiana. TRAINS reserves the right to edit undesirable copy or to refuse listings. Rate: 45 cents a word in advance. Count all numbers and initials, including your name and address (but not including zip code number). Copy should be type-written or printed. Make checks payable to TRAINS magazine, and address all correspondence to Interchange, Attention: Cathy Schnackenberg.

CLOSING DATE: 25th of the month three months before the cover date (April 25 for the July issue, May 25 for the August issue, etc.).

READERS' NOTE: When advertiser says SSAE or SASE he requires stamped, self-addressed envelope with your inquiry. LSSAE is large envelope.

FOR SALE

Railroadiana for sale: Rare and diverse offering of railroad china, silver, lanterns, globes, brass locks, keys, and miscellaneous for sale. Continuously offering service plates. George Washington china and unknown top-marked patterns. Send $1 (refundable on first purchase) and LSSAE for unique listing to Golden Spike Enterprises, P.O. Box 422, Williamsville, NY 14221.

Miscellaneous magazines, 1915-1982. Railroad Cyclopedias, Baldwin Locomotive magazines. 66¢ SSAE. Ben Smith, 861 Ronnie, Philadelphia, PA 19128.

Wide selection of quality railroadiana, all guaranteed. Locks, keys, lanterns, dining car items, steam whistles, builder plates, hardware, telegraphy, etc. Will take consignments, also buy. For details and 24-page list, send $1.50. T&L Railroad, 4512 Montrose, Houston, TX 77006. (713) 523-4356.

Dining-car china, glasses, silver, ashtrays, timetables, railroad metal, rules, cloth, paper. Send long 39¢ stamped envelope for big list. Several railroads. McClellan, 1752 S. Wichita, Wichita, KS 67213. Also buying large, small collections of railroadiana.

Over 10,000 back issues of magazines. MODEL RAILROADER, TRAINS, RMC, etc. Please send your want list. All magazines, 75¢ each plus postage. The Plain Dealer, 5 Mohawk Dr., Wolcott, CT 06716. (203) 879-9797.

Original Kodachromes and negatives. Lists and sample, $1. Colbert, Burton, OH 44021.

Broad assortment of railroadiana for sale. Four quarterly lists for $1. Charles A. Coulomb, Box 116C, Convent Station, NJ 07961 or (201) 689-3990.

Photos and slides. This is our fourth catalog of slides and color prints. We have over 275 companies available, more than 1500 views, including all major railroads, switching and terminal roads, shortlines, industrials, freight cars, cabooses, piggy back trailers, and maintenance of way equipment. Valuable for railfans, scratchbuilders, and modelers. Most slides and photos are 3/4 view and centered. Our inventory contains over 12,000 different types of rolling stock and equipment. Send for our 28-page catalog with complete ordering instructions. $3 ($5.50 overseas) plus 3" x 5" photo. Rail Photos Unlimited, P.O. Box 2306, Joliet, IL 60434.

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Back number magazines, books, Official Guides, and other railroadiana. LSSAE for list. Vallette, P.O. Box 447-C, Bethayres, PA 19006.

FCP, PC, Conrail, and TP&W Alcos in original slides and negatives. Other roads too. LSSAE to RJY, 11 Sussex Court, Edison, NJ 08820.

Bledsoe Rail Slides: Over 60 different high-quality 35mm sets available Send for free samples and catalog. P.O. Box 377, Crowley, TX 76036.

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"Dining On Rails" is going out-of-print soon. Only 100 copies available. If you are a china collector, don't delay the addition of this 320-page book (with 903 quality black-and-white photos) to your library. Send your check or money order for $43.95 to: RK Publishing, 3875 Eaton St., Denver, CO 80212. Coming in '87: "Teapot Treasury," a companion book to "Dining on Rails."

Pennsylvania traction books, slides, and photographs. LSSAE for information. Ben Rohrbeck, 1003 N. Chester Rd., West Chester, PA 19380.

Railroad postcards in full color, old and recent scenes, Conrail and predecessor railroads: C&O, CB&Q, CSX, D&RGW, FEC, GN, KCS, MP, L&N No. 152, N&W No. 611, Frisco, Cotton Belt No. 819, Southern Crescent, SP, SP&S, T&P, and more. Fifty-five new postcards for $7.50 or $1 for six samples and complete listing. Mary Jayne's, Route 5, Box 132-A, Covington, VA 24426.

Railroadiana: Seven pages of quality authentic collectibles. Send $1 for current list. Golden Age Memories, P.O. Box 9623, Madison, WI 53715.

Over 10,000 different black-and-white depot photos. $3 each. A list for every state. A set of 50, one from each state, $100. Everett Huffer, 116-33rd St. Dr., S. E., Cedar Rapids, IA 52403.

Giant new 1987 list of rare books, railroadiana, and paper. Send two stamps. Specify interests. Collections purchased. Gary Altschuler, P.O. Box 274C, Convent, NJ 07961.

Duplicate color railroad slides. U. S., Canada, Mexico, and Europe, 1950's to 1980's. Steam, diesel, and electric. New catalog No. 4, $1. LSSAE to Hudson Leighton, 1722 Oliver Ave., S., Minneapolis, MN 55405.

Back in print: "Homage to the Santa Fe," by Armitage. Clothbound, 153 pages. Over 125 photos and illustrations on the great streamliners, steam and diesel locomotives, advertising, and more. $22 postage paid. Special together with "Operations Santa Fe," by Armitage (regularly $16.50), both for $31 postage paid. Omni Publications, P.O. Box 216, Hawthorne, CA 90251.

1959 Santa Fe plat map of Dodge City, Kans., milepost 350.5 to 353.5. Showing structures and layout of track. 2' x 14' blueprint, $35 postage paid in U. S. Santa Fe's Operating Department Rule Book 1975 to 1985, mint, $12 postage paid in U. S. 1917 Kansas Railroad Map 20" x 30" offset copy, $10 postage paid in U. S. David G. Stevenson, 3994 Roseberry, Wichita, KS 67210-1150.

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Ed Gardner's Pictorial Review Books, reproduction Second Editions now available. Enjoy fascinating reproductions of rare passenger timetables and postcard scenes. Jersey Central Volumes 1-2, Erie Volumes 1-2, Lehigh Valley Volumes 1-4, Lackawanna Railroad Volumes 1-3, Chicago & Alton Railroad, Milwaukee Railroad Volumes 1-4, Rock Island Volumes 1-3, Central New England Railway, Rutland Railroad, Texas & Pacific Railroad, West Shore Railroad (part of New York Central) Volumes 1-2. Informative, fascinating book. Pennsylvania Railroad Tunnels and Terminals in New York City with over 70 postcard views of old Penn Station, Reading Railroad Postcard Views and Timetables, New England-Washington-Richmond Timetable Pictorial 1927 to 1937, and exciting new pictorial on The Yankee Clipper, N&NH&H. Immediate shipment. All pictorial review books only $8. Each postpaid from: Ruth Gardner, P.O. Box 199, Mountaintop, PA 18707-0199.

Wide assortment. All kinds of railroadiana. $1 for list. Stationmaster, W9494 Hwy. 103, Waupun, WI 53963.

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Original, high quality, Kodak processed Kodachrome slide sets of southern California rail action. SPSF new paint, cowl units, Cajon action, and more! List and sample $1. Sickler Slides, P.O. Box 2124, Yorba Linda, CA 92686.

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New York city subway memorabilia. Whistles, rollsigns, audio cassette tapes, etc. Send $1 for list. Zelazo, 6 Edisonia Terrace, West Orange, NJ 07052.

Spirit of Windsor Railway engine No. 5588 collector's plate by reknowned artist Ted Xaras. Produced by Christian Bell Porcelain Limited. 9⅜" diameter banded in 23 karat brushed gold, $89.50 plus $5 shipping and handling. Canadian money order to: Department of Parks and Recreation, 2450 McDougall St., Windsor, Ontario, Canada N8X 3N6. Attn: Mrs. S. Caird.

Free 8" x 10" train print to the first 200 who inquire about our limited edition series prints. Send LSSAE to Tom Certain, 2713 McKeige Dr., Nashville, TN 37214.

Boxcars: Exciting original board game that became Avalon Hill's Rail Baron. Last of the available inventory still in sealed boxes. $12 postage paid. Boxcars, P.O. Box 2010, Decatur, GA 30030.

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Slides on approval: McNeil, 60 North, Gananoque, Ontario, Canada K7G 1L1.

Try North Shore Rail Pix for your Chicago area and midwest slide needs. New lists every four months featuring top quality original Kodachrome slides of Milwaukee, SBD, GTW, C&NW, and more. $1.50 for postpaid list and two sample slides. Ray Weart, 548 Anita St., Des Plaines, IL 60016.

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Summer sale! "Smoke in the Canyon" and all retired SP engineer Dick Murdock's popular railroad books reduced. Free brochure. Drawer 1346, Ross, CA 94957.

Diesel builders plates for sale or trade. Send LSSAE for our current listing or send your want/have list. Mail to: Model Railway Station, P.O. Box 3325, Schenectady, NY 12303-3325.

Nashville, Chattanooga & St. Louis uniform button blazer set. Two large, six small, $5.95. Joseph Lajoie, P.O. Box 3, Methuen, MA 01844.

Original slides 1960's to present. LSSAE for list, $1.50 for list and two samples. Tillotson, 3 Volger Dr., Park Ridge, NJ 07656.

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Railroad map catalog. 345 original maps, both common and rare, of U. S. railways 1830-1925. Send $2 (refundable on purchase) to: Murray Hudson Books and Maps, Route 1, Box 362, Dyersburg, TN 38024.

Steam photographs. Mostly trains from the Cleveland, O., area during the late 1930's. List and sample $1. Trolley photographs from the 1940's to present. Mostly Pittsburgh, Washington, Baltimore, and West Penn. List and sample $1. Both for $1.50. Young, P.O. Box 25434, Cleveland, OH 44125.

Complete index (96 years) of MODEL RAILROADER and TRAINS magazines. 400 pages tells everything you wish to know. $22.70 postage paid. Stephans Railroad Directory, 101MC Fenton, Chenango Forks, NY 13746.

White Mountain NH video, VHS. Climb aboard an ex-Maine Central motorized railcar for an exciting ride on the soon to be abandoned mountain route from Portland to St. Johnsbury. Climb 900' in nine miles as we wind through Crawford Notch on a shelf cut through over 100 years ago. Send $34.95 to George Kenson, 47 Arlene Ave., Wilmington, MA 01887.

For sale: Back issues of TRAINS magazine in perfect condition. $1.25 per copy, postage prepaid. Back to 1981. Henry Abraham, 190 E. Rockaway Rd., Hewlett, NY 11557.

Protect your public system timetables with clear plastic covers. 100 for $4, 200 for $7, or 1000 for $27. Please add $1.50 postage. Grayland Station, P.O. Box 31344, Chicago, IL 60631.

Flint & Pere Marquette Railroad common stock certificates, 1870. Steam train vignette, $14.50 postage paid. Current catalog of all types of railroad artifacts sent with order, or send three stamps for the next three issues. Grayland Station, P.O. Box 31344, Chicago, IL 60631.

Steam locomotive bell from New York Central Hudson engine 5449. Mr. X., Granite Springs, NY 10527. (914) 248-7356.

Authentic railroad memorabilia. China, silverplate, glassware, linen, keys, locks, lanterns, and timetables. Newest listings $1.50. Railroad Artifacts, P.O. Box 305, Cheektowaga, NY 14225-0305.

Thomas Taber, S. Main St., Muncy, PA 17756. Just reprinted "Rock-A-Bye Baby" history of Rockaway Valley Railroad of New Jersey, 60 pages, $5.

Railroad lanterns. SSAE for list. Steve Caire, P.O. Box 549, Story Brook, NY 11790.

New train video. Two full hours. Passes, still studies, and yard work. Variety of trains and locations. Send check or money order for $14.95 to: A. L. Thompson, P.O. Box 142, Pine Mountain Valley, GA 31823. Ask for "Just Trains," VHS or Beta.

Galveston, Houston & Henderson Railroad. A history of Texas' oldest railroad. 45 pages, illustrations. $10.50 postage paid. J-B Publishing Company, 430 Ivy, Crete, NE 68333.

Menu collectors: Free Fred Harvey meal check pad with any order. Write for Possum Belly's new summer menu catalog. LSSAE to PBC, P.O. Box 1285, Glendora, CA 91740.

Quality duplicate color slides. Twenty slides per set, only $9. Sets include Amtrak Heritage, CB&Q/C&S, FW&D, Frisco, KCS, Milwaukee, Mopac, OK&T, SP, and UP. Two sets each CRI&P, D&RGW, Katy, and four sets AT&SF. List and sample $1. Trackside Slides, 245 S. E. Robin Rd., Bartlesville, OK 74006.

Videotapes and rentals at interesting prices. LSSAE for details. P.O. Box 640081C, Kenner, LA 70064.

Original Kodachromes of western diesels. Send $1 for list and two samples. Tom Allen, Route 2, Buchanan, TN 38222.

TRAINS, MODEL RAILROADER, RMC, and Railroad, 1934-1980's. Out-of-print books, and railroadianna. LSSAE to Clint Nestell, P.O. Box 487, Grass Valley, CA 95945.

Can duplicate slides be better than originals? Send $2 and LSSAE for list, newsletter, and two samples. Foster Morrison, Dept. TT, P.O. Box 3639, Gaithersburg, MD 20878-0639.

D&H/G slides. Set No. 1 now available. Twenty top quality action shots, $15. Dan Crossman, 32 Cameron St., Bath, NY 14810.

Bound volumes 1 through 45 of TRAINS, excellent condition. Best offer above $1000. Plus shipping. Carlos Fink, 1339 Westover Ave., Norfolk, VA 23507.

Railroadiana, 25% discount. Send LSSAE to 636 W. Grant, Charleston, IL 61920.

Quality original Kodachrome slides of Amtrak, AT&SF, C&NW, MP, SP, UP, and shortlines. Send $1 (refundable on first purchase) and LSSAE for complete list and sample slide to: Randy Keller, 12979, El Rio Rd., Victorville, CA 92392.

Painting original acrylic on 18" x 24" canvas from your photos, trains, streetcars, and scenery, $50. Free photo sample, information SSAE to Charles McConnell, 73 Circuit Dr., Binghamton, NY 13903.

1218 freight! Video N&W 2-6-6-4 No. 1218 on her first breakin run pulling coal hoppers in Alabama! A great show! Forty minutes. Also on the same cassette, 611 to Chattanooga, 15 minutes. $59.95, VHS stereo or Beta. Main Line Motion Pictures, P.O. Box 24480, Richmond, VA 23224.

"Colorado's Joint Line Denver to Pueblo, a Guide to Facilities and Operations," 32 pages, color softcover. Includes text, maps, timetable excerpts, signal aspects, route profiles, photos, and more. $7.95 postage paid (Colorado residents add 21¢ tax, 40¢ in Fort Collins). Order from Donald Park, 1025 Oxford, Apt. L-138, Fort Collins, CO 80525.

Surplus slides: Some good, some fair. Forty originals of my choice $10, postage paid. Vernon Ryder Jr., 827 Melvin Dr., Portsmouth, VA 23701.

For sale: Railroadiana paper. LSSAE brings new list. Westshore Limited, P.O. Box 1162, Woodstock, NY 12498.

Bern Hill prints. David Shore, 10660 Rosecroft, Richmond, British Columbia, Canada V7A 2J1.

Timetables, playing cards, and miscellaneous railroadiana for sale. SSAE for list. Fred Frostick, 1532 Louden Heights, Charleston, WV 25314.

Duplicate color slides: Chessie System, Norfolk Southern, Seaboard System, and others. List and two samples, $1.50. Vernon Ryder Jr., P.O. Box 92, Portsmouth, VA 23705.

Trains of the plains. Notecards, postcards, and prints of the midwest. List and sample $2. Enginuity (T), P.O. Box 248, Emporia, KS 66801.

Railroad keys and locks for sale. Hoosier Depot list No. 6, 150-plus keys, locks, and miscellaneous. LSSAE to Kent Sprecher, 11382 81st Place N., Seminole, FL 33542.

A Century of Pullman Cars, Volume I: Alphabetical List. A classic reference, listing the names of over 21,000 Pullman cars and their essential characteristics (from original Pullman records). Volume I is the Car Finder and the key for identification and quick reference for future Volumes II through V. No. 10-6715, $49.95. Greenberg Publishing, Sykesville, MD 21784. (301) 795-7447.

Milwaukee Road railroadiana. Unique items, reasonable. SSAE for list. R. Calland, 812 Prospect Ave., Bartlett, IL 60103.

New Japan traction handbook: "Electric Railways of Japan, Volume 2: Central Japan," covers the great Nagoya-Kyoto-Osaka-Kobe interurban empire, streetcars, and subways too. Nearly 40 systems total, 120 pages, $15. "Japan Volume 1, Tokyo, and Northern Japan," over 50 systems, 100 pages, $10. "Japan By Rail," supplement to above. 160 pages, eight pages of color photos, $19.95. Please enclose $1 postage per order. The Map Factory, P.O. Box 3484, Los Angeles, CA 90078-3484.

Japan color photo albums. Three titles: "Steam In Colour," "Electrics and Diesels," and "Railways in Greater Tokyo." Each 7" x 10", softbound. Nearly 100 pages of color photos. $15 each plus $1 postage per order. The Map Factory, P.O. Box 3484, Los Angeles, CA 90078-3484.

International traction handbooks. LRTA series: "Portugal" (76 pages, illustrations) $8, "Switzerland and Austria" (120 pages) $12.50, "Light Rail Transit Today" (65 pages, illustrations) $6. Others: "British Tramway Guide" (74 pages, illustrations) $7. Please enclose $1 postage per order. The Map Factory, P.O. Box 3484, Los Angeles, CA 90078-3484.

Australian traction books. "Destination: City" (Melbourne streetcar photo roster), 104 pages, $11. "Destination: Paradise" (Adelaide streetcar, TB history, illustrations), 52 pages, $2.50. "Tramways of Sydney," an illustrated history, 88 pages, $11. Please enclose $1 postage per order. The Map Factory, P.O. Box 3484, Los Angeles, CA 90078-3484.

"American Steam:" Four-hundred of Ben Cutler's finest steam portraits on 50 railroads. Many unknown B&O, CPR, C&O, D&RGW, GN, NYC, N&W, ON, PRR, SP, and UP, in smoky action. Exquisite reproduction by Sundance, illuminating text by LeMassena. 256 pages, 8½" x 11" hardbound, $25 postage paid. For $5, additional purchasers can select an original 5" x 7" print used for the book. Or-

der only from the author. 1795 S. Sheridan, Denver, CO 80226.

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Railroad conductors' uniform buttons. Send $2 for three samples and list. Joseph Lajoie, P.O. Box 3, Methuen, MA 01844.

Photos. Black-and-white, many roads. SSAE for list. Bob Lorenz, 1939 Whittaker Dr., Fremont, OH 43420.

Lake Superior & Ishpeming Railroad formal steam locomotive portraits. Black-and-white lithographs meticulously rendered in stipple art, the most demanding and intricate of all graphic arts techniques. 16" x 20" plus borders on 100% acid-free cover stock. Flat, shipped prepaid. Complete set of three prints or singles. No. 21, a light 2-8-0 Alco, No. 33, a heavy 2-8-0 Baldwin with tender booster, No. 36, a heavy 2-10-2 Baldwin with twin side-by-side sand domes. These engines were extensively kitbashed in the Presque Isle shops. Set of three $40, singles $15. Specify single print by engine number or entire set. Future releases will feature all LS&I engines by type. Pen-Art-Prints, 1131 7th W. Ave., Hemmerer, WY 83101.

611 cab ride, $15.95. Well, not quite (611's cab is too small to hold all of TRAINS readers)! However, you can ride the 4-8-4 through the eyes of our camera. Our documentary film, "Cadillac of the Group," not only offers a cab ride, it depicts 611's travels. Talk with her crew, including Frank Collins, 611's traveling engineer. VHS, $15.95. Railway Productions, 3627 N. Rockton, #304, Rockford, IL 61103.

Denver, South Park & Pacific history and pictorial supplement both No. 270 of limited editions. Fine copies in jackets. $360 per set, postage prepaid. Send 44¢ in stamps and SSAE for other books and hardware list. J. McGuan, 13798 Minnich Rd., Sawyer, MI 49125.

Direct from the VIA Pavilion at Expo 86, china pieces formerly used by Canadian Pacific. These pieces are Syracuse "Peppermint" pattern and are unmarked, but CP origin is guaranteed. Soup dish $7.50, set of four $25. Celery dish $6, set of four $19. All prices are in U. S. funds. Add 10% shipping and handling. Visa, MasterCard, U. S., or Canadian checks. SSAE (U. S. or Canadian) for complete list of Canadian Railway and steamship china. Gary's Train Centre, 365 E. Broadway, Vancouver, British Columbia, Canada V5T 1W5.

Railroad art pen-and-ink prints: 765 at Cincinnati, New England Rails, D-16 and E-6 at Rockville Tower, and many more! 10" x 13" $8, 12" x 16" matted red, white, and black $12. Hand-watercolored $28, Long Island Railroad pictorial history (ready-for-framing), 14" x 18" $10. Postage $2.75. Send SSAE for list. V. Quatroche, P.O. Box 425, Greenport, NY 11944.

"Railroad Work Equipment and Special-Service Cars" is the first picture book on the non-revenue cars which keep a railroad in operation. Snow plows, wrecking cranes, scale-test and weed-spray cars, flangers and ditchers, dynamometer and clearance cars, and some unusual types such as weight distribution, reach-in, and three-way-coupler flat cars. Interesting special-service cars are included such as a presidential communications car, a 32-wheel "torpedo" car used in steel mills, and a coach which transported prisoners and illegal aliens. Here is a superb selection of photographs accompanied by fascinating descriptions of what the cars did and how they were used. Printed on top-quality 80-pound paper, this book is yours for $11.75 postage paid, from Wayner Publications, P.O. Box 871, Ansonia Station, New York, NY 10023.

Thirty-four years' back issues of TRAINS magazine, 1950-1984. Fine condition. Can pick up at my home, $315. Ernest Durham, 128 Longview Dr., Richmond, KY 40475.

Six-hour narrow gauge convention video. Highlights of the 1986 narrow gauge convention in Denver, Colo., and Columbus, O., in 1985. Tour of the Colorado Railroad Museum, Georgetown Loop Excursion, exhibitor displays, model displays, photo contest, operating modules in On3-On30-Sn3-HOn3-Nn3, and layout tours. Hear a beautiful Sn3 module, a module of the Chama Yards in New Mexico. Tape is VHS only, in color and sound. A bargain at $36, postage paid. Chu-Chu Video Productions, 7108 Sunset Terrace, Des Moines, IA 50311. (515) 277-7218.

Duplicate slide sets produced by Al Chione. Over 100 different sets of U. S. eastern railroads. Send LSSAE for list. Thoroughbred Express, 1001 Kinderly Lane, Virginia Beach, VA 23464.

No. 1218 video. N&W 2-6-6-4 No. 1218 on 100-coal hopper train, Norfolk, Va., to Crewe, Va., on May 4, 1987! A cool, rainy day, beautiful billowing smoke and steam! Fast running, a wheel slip, all in unbelievable Opsisound stereo. 25 minutes, $39.95 postpaid. Also available April 25-26, Christiansburg Mountain, Montgomery Tunnel, and Blue Ridge Mountain. 55 minutes, $59.95 postpaid. Both made and mastered on professional ¾" equipment. VHS stereo or Beta. Main Line Motion Pictures, P.O. Box 24480, Richmond, VA 23224.

MISCELLANEOUS

Planning a steam tourist railroad? Railroad consultant available for independent feasibility studies, business plans, funding programs, and location studies. Send $20 for 25-page advertising questionnaire with free review. P.O. Box 35, Beaver, AR 72613. (501) 253-7329 NCC.

Railfans. Stay at the Waystation, a bed and breakfast located 150' from the Union Pacific mainline at 111½ Grand Ave., Laramie, WY 82070. (307) 742-0619.

Sale: Controlling interest in a steam tourist railroad. $1 and other considerations. RY, (501) 253-7329.

WANTED

Seth Bramson, 330 N. E. 96th St., Miami Shores, FL 33138 wants anything FEC or predecessors, anything Florida.

Timetables: High prices paid. Carl Loucks, 199 Waylnnd, Hamden, CT 06518.

Seth Bramson is one of America's largest buyers of railroad and trolleyana. Top prices paid. Try me first. Postage paid on approvals. 330 N. E. 96th St., Miami Shores, FL 33138.

Buying railroad china. Especially manufactured by Buffalo or Syracuse China. Altman, P.O. Box 422, Williamsville, NY 14221.

Railroad china wanted. Collector buying railroad china, especially Baltimore & Ohio blue-and-white Centennial. Charles Miller, 3106 N. Rochester St., Arlington, VA 22213.

Vic Reyna is buying traction negatives of west coast lines: SFM, MSR, KS, PE, IER, EBT, PG&E, etc. Also all mainline electrics. Details to P.O. Box 568, San Francisco, CA 94101.

Negatives wanted: Buying collections of SP, WP, UP, AT&SF, GN, NP, SP&S, etc. Both diesel and steam. Write to: Vic Reyna, P.O. Box 568, San Francisco, CA 94101.

Wanted: Original Kodachrome slides of action shots of Class 1 railroads and western roads, especially UP and unit train. Will pay top dollar for duplication and copyright release. Prototype Pix, 8404 Gemini Dr., W., Jacksonville, FL 32217.

TRAINS Magazine, pre-1950 issues, rail books, older Official Guides, railroadiana collections, Pullman door nameplates. Arlix, Box 5063-C, Philadelphia, PA 19111.

Magazines before 1950. Cyclopedias, books, railroadiana. Ben Smith, 861 Ronnie, Philadelphia, PA 19128.

Locomotive builder/number plates, tall and fixed globe lanterns, and colored cast globes. Send description, price. Ron Muldowney, P.O. Box 31, Basking Ridge, NJ 07920. (609) 397-0293.

Former slide photographer? Do you have a dormant slide collection that you'd like to convert to cash? I've paid out over $200,000 for slide collections over the past 10 years, and am constantly seeking additional quality material. Primary interest is in pre-1970 slides, but will consider groups which also include newer material. I can offer ready cash for such slide collections, and will travel to your location at any time to inspect your material. Dick Wallin, Box 1784, Springfield, IL 62705. Phone (217) 498-9279.

Railroad books wanted for personal library. Inquiries answered. Thales, Box 221, Kingston, NJ 08528.

Anything CB&Q, C&S, and FW&D. Mike Spoor, 2521-D Potomac Dr., Houston, TX 77057.

Ann Arbor Railroad. Buys anything AARR, M&LS. Gregory Babinski, 74 Sequoyah View Dr., Oakland, CA 94605.

Wanted: Anything L&N, especially hardware, passenger service, and depot items. Allen Brown, 2035 Marty Dr., Madisonville, KY 42431-9255.

RF&P steam photos and slides. Thomas Brown, 5342 Overton Rd., Nashville, TN 37220. Call collect, (615) 832-6421.

Wanted: Rail books, cyclopedias, Official Guides, magazines, Wells Fargo, any express items, and railroadiana. Steve Botan, 14395 Baker, Westminster, CA 92683.

Norris locomotive lithographs, drawings, and information. Turrel, Route 2, Mt. Vernon, IL 62864.

Photographs to illustrate a book on VIA Rail Canada. Harvey Dust, P.O. Box 698, St. Mary's, Ontario, Canada NOM 2V0.

Highest prices. December date sheet, PRR 1927 calendar, anything PRR in Pittsburgh, Pa. Trade PRR "Aspen Falls" name plate for any "Pittsburgher" plate. Debberthine, 16703 Groverdale, Covina, CA 91722. (818) 966-3007.

Anything W&LE or Nickel Plate in southeastern Ohio, particularly coal/mining related. Bob Vensel, 4650 Young Dr., Wooster, OH 44691.

Wanted: Information and photographs of downtown Chicago, Ill., railroad stations. Also material on proposed consolidation plans, remodelings, and architectural modifications. Fred Ash, 537 Sheridan Rd., Evanston, IL 60202.

B&O caboose photos, slides, and negatives wanted for research (pre-Chessie). Also Alton, GM&O, and ICG. Dwight Jones, 536 Clairbrook Ave., Columbus, OH 43228.

Williamsport & North Branch Railroad. Museum looking for artifacts from W&NB or Eagles Mere Railroad. Reply. Pine Hill Apts., 2-H, 116 Strawberry Hill Ave., Stamford, CT 06902-2540.

Wanted: Negatives, slides, and transfers of Scranton Railway Company or Scranton Transit. Charles Wrobleski, P.O. Box 663, Scranton, PA 18501.

Wanted: Diesel builders plates from Erie, DL&W, NYC, PRR, LV, Reading, NYO&W, L&HR, and CNJ. Especially Alco products. Robert Bombel, 20 Alaska St., Garfield, NJ 07026. (201) 478-3510.

Lithographs wanted: Of photos and artwork by Fogg, Dedek, Fisher, Hiney, Ragan, and others. State size, condition, subject, and price. J. Hinkhouse, P.O. Box 898, New Braunfels, TX 78130.

Wanted: Top dollar paid for pre-1925 M&StL/Iowa Central Railroad photo originals (any quality), or prints with seller retaining rights. Ron Keagle, 3829 Sunset Dr., Spring Park, MN 55384.

LIRR builder plates. Steam, diesel, and electric. Lanterns, locks, oilcans, torches, and police/lieutenant badges. Steve Caire, P.O. Box 549, Stony Brook, NY 11790.

Wanted: Knudsen C&NW steam book, Milwaukee locomotive books. Fred Dahlinger, 743 Beverly Park Place, Jackson, MI 49203.

Urgently seeking: Copy of "The Steam Locomotive" by Ralph P. Johnson. Jim Currey, 18[illegible] [illegible]nna Rd., P[illegible]denna, CA 91105. (213) 256-4701, ca[illegible] message.

Books and photos of T&NO. Gatel[illegible] 5413 Manchaca, #220, Austin, TX 78745.

Chicago & Alton Railroad. Seeking 1880-1900 paper suitable for museum exhibit. Timetable, pass, etc. George Alderson, 10238 Parkwood Dr., Kensington, MD 20895.

RAILROAD SHOWS AND EVENTS

June 27, 1987: 11 a.m. to 6 p.m., "Electric Railroad Fair" at Fox River Trolley Museum, Ill. Hwy. 31, South Elgin, Ill. See and ride historic trolleys including CA&E No. 20, the oldest operating U. S. interurban, new acquisition Chicago Rapid Transit 5001, and many more. Post Office to be run from Chicago Railways streetcar Post Office No. 6. Railroadiana and craft show vendors wanted. Historic displays, handcar rides, food, live music, and more. Fares: Free admission, trolley rides $2/adult. Information. Write Fox River Trolley Museum, P.O. Box 315, South Elgin, IL 60177.

July 11-12, 1987: Eleventh Annual Mile High Railfair, Denver, Colo. Rocky Mountain area's premiere railroad show, featuring all types of railroadiana and related rail hobby items. Over 100 exhibitors including rail artists, authors, china and silver collectors, modelers, and photographers. Railfair souvenirs, movies, and door prizes all combine to make up two days of railroading in the finest tradition! For information send LSSAE to: NRHS-Railfair, P.O. Box 5181, Denver, CO 80217.

July 12, 1987: Second Annual New England Railroad and Transportation Artifacts Sale. The Eastern States Exposition Center (The Big E), The New England Building, 1305 Memorial Ave., (Route 147), West Springfield, Mass. Come to one of New England's largest railroad artifact sales. Over 150 tables of railroad and other transportation (steamship, trolley, bus, and airline) artifacts for sale. For information: LSSAE to Miller, 3106 N. Rochester St., Arlington, VA 22213. (703) 536-2954.

July 26, 1987: Eighth Annual Northeastern Ohio Railroad and Transportation Artifacts Sale. Austintown Fitch High School, Austintown, O., near Youngstown, O. Over 125 tables of railroad and other transportation (steamship, trolley, bus, and airline) artifacts for sale. For information: LSSAE to Gordon Hartranft, 58 Creed Circle, Campbell, OH 44405. (216) 755-1914.

July 26, 1987: Hamburg, Pa., Annual Train Show and Sale at Field House, Pine St., 9 a.m. to 3 p.m. Railroadiana, scale, and tinplate. $2 pre-registration. Under 12 free, $8 tables. SSAE: Sam Lenhart, R. D. 1, Leesport, PA 19533. (215) 374-5694.

August 7-9, 1987: Train Fest '87 in Milbank, S. D. Railroadiana, collectibles, and model trains. Ride Dakota Rail to Corona, S. D., in GN or Milwaukee coaches. For information write to Chamber of Commerce, 203 S. Main, Milbank, SD 57252. (605) 432-6656.

August 8, 1987: Galesburg, Ill., Railroadiana Show and Sale, Jumer's Continental Inn, I-74 exit 48. 9 a.m. to 3:30 p.m. Admission $2, in conjunction with National Association of Timetable Collectors Annual Convention. For information, LSSAE to Hannah, P.O. Box 1182, Galesburg, IL 61402-1182.

August 8, 1987: Kirkwood/St. Louis, Mo., Illinois Central Historical Society Eighth Annual Railroadiana Show/Sale. Best Western Viking Lodge, I-44 Exit 278, south on Lindberg (Hwy. 67) at Watson Rd. (Hwy. 366), 10 a.m. to 4 p.m. Admission free. For information SSAE to Dave Fraser, 205 Sundown Trail, Jackson, MS 39212.

August 15, 1987: Atlanta, Ga., Southeastern Railroadiana Collector's Tenth Annual Railroadiana/Model Train sale and trade show. Two-hundred tables, Georgia International Convention and Trade Center, south of Atlanta airport. Adjacent Holiday Inn Crowne Plaza, 9 a.m. to 4 p.m. Admission $3, tables $20. Information: LSSAE to Jack Martin, 4183 Paran Pines Dr., Atlanta, GA 30327.

September 12-13, 1987: First Annual Collectables Railroadiana Show and Sale. Saturday 1 p.m., Sunday 10 a.m. to 5 p.m. Admission $2, tables $20. Information: West Shore Rail Excursions, 196 N. Third St., Mifflinburg, PA 17844. (717) 966-9390. Show at Mifflinburg rail station.

September 13, 1987: Peoria, Ill., Seventh Annual Railroadiana Show. Manual High School, Route 116, Lincoln and Griswold. 10 a.m. to 4 p.m. Information: LSSAE to Bixby, 2505 Melrose Place, Peoria, IL 61604. (309) 674-7866.

October 4, 1987: Crosby Senior Class Train and Railroadiana Show, Crosby High School, 300 Pierpont Rd., Waterbury, Ct., 10 a.m. to 5 p.m. Dealer information: LSSAE to Brenda Wooding, 165 Meriden Ave., Southington, CT 06489.

October 11, 1987: Second Annual Queen City Railroad and Transportation Artifacts Sale. Cincinnati National Armory, 4100 Reading Rd., (Route 42), Cincinnati, O. Over 150 tables of railroad and other transportation (steamship, trolley, bus, and airline) artifacts for sale. For information: LSSAE to Gordon Hartranft, 58 Creed Circle, Campbell, OH 44405. (216) 755-1914.

October 17, 1987: Alton, Ill., Gulf, Mobile & Ohio Historical Society Railroadiana Show, in conjunction with the 15th Annual Meeting and banquet. Holiday Inn, 3800 Homer M. Adams Parkway. 9:30 a.m. to 4 p.m. Items from all railroads welcome, dealer space available. SSAE for information. GM&OHS, P.O. Box 24, Bedford Park, IL 60499.

Greenberg's Great Train, Dollhouse and Toy Shows. Pittsburgh Expo Mart, Monroeville, Pa., July 11-12, 1987. William Paterson College, Wayne, N. J., August 1-2, 1987. Philadelphia Civic Center, Philadelphia, Pa., August 15-16, 1987. Admission $4, under 12 free with an adult admission. 11 a.m. to 5 p.m. daily. Information: Greenberg Shows, Inc., Sykesville, MD 21784. (301) 795-7447.

Dealer table reservations now being accepted for Seventh Cornfield Meet at Pomona, Calif., on Sunday, April 10, 1988. Possum Belly Caboose, P.O. Box 1285, Glendora, CA 91740. (818) 963-8845.

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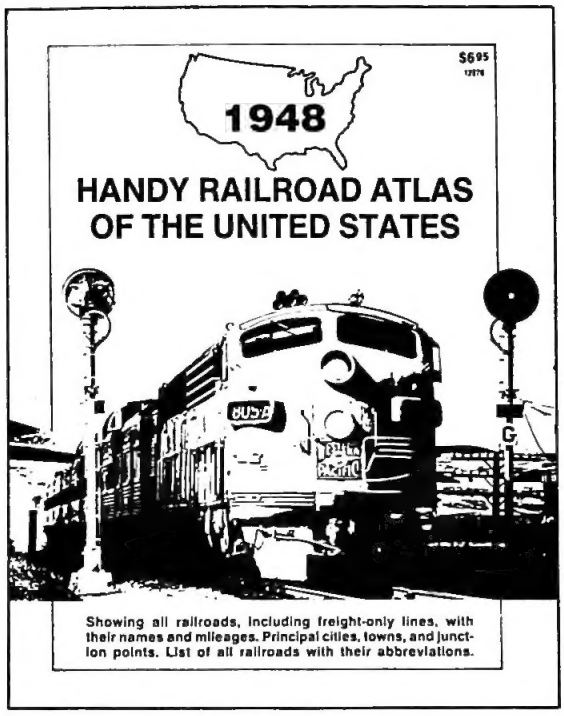

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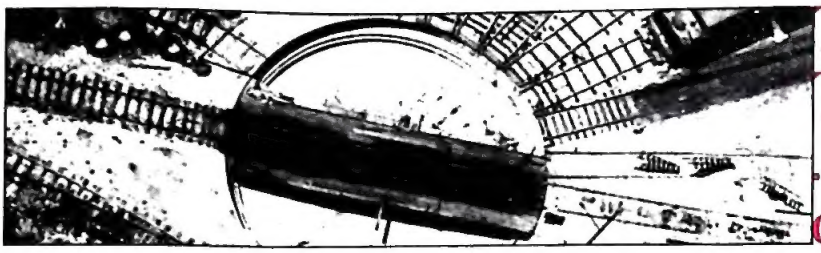

TRAINS TURNTABLE ... a page of opinion.

On pulling the pin

IN a moving contribution to this page ["The Great Days of Railroading," March 1972 TRAINS], the late Freeman Hubbard of *Railroad Magazine* opined that "drama, color, and adventure" had been removed from railroading by modernization. On the occasion of joining him in the ranks of retired railroad editors, I have been contemplating great days of the industry yet to dawn.

In the innocence of youth I reasoned that we would be compensated for the heartbreaking if inevitable loss of steam, Morse, cabooses, *Orange Blossom Specials*, 19 orders, Limas, Grand Centrals, and Stampede Passes by a rail renaissance. I thought that any institution born of a formula so logical, so self-explanatory as the flanged wheel on the steel rail possessed a permanently renewable lease on life. I forecast with Shakespeare that "What's past is prologue," *i.e.*, if iron horse could bind a nation at Promontory and bridge Great Salt Lake, tote 10,000 tons per train, and take World War II in stride, why he could fend off any adversary in the second half of this century. My boss Al Kalmbach said so. John W. Barriger III said so. They believed it; I believed them.

And by the Great Gods of High Iron, we had our moments too—in a *California Zephyr* romance, in a FT/F3/U25B progression, in a New York Central comeback, in TOFC and trilevel and hi-cube triumphs, in the swashbuckling of Brosnans and Perlmans and Russells. I absolutely, positively, bet-the-farm knew we could get our roundhouse in order when Florida East Coast found a new way to run a railroad, George W. Hilton saw rationality beyond regulation, and John G. Kneiling campaigned for common sense in methodology. Q's 5632 and SR's 4501 were icing on the cake.

Thereafter, and in no order of sequence or importance, the Interstate Highway System tightened its grip, smokestack America cooled, Penn Central appeared, "Transportation"/"Industries" suffixes replaced "Railroad" in corporate nomenclature, even the Santa Fes gave up on passenger trains, Penn Central disappeared, Milwaukee abandoned the Pacific Coast, and Rock Island abandoned period . . . all during the Sputnik/U2/Vietnam/Watergate/OPEC malaise, which didn't help.

My (pardon the possessive, but rigorous drum-beating embued me with a tenuous pride of ownership) true transcontinentals and true (read integral) trains and true truck-competitive RoadRailers and true management-labor reconciliation never materialized. If Freeman Hubbard had indeed left town with the drama, color, and adventure, I was spearing an empty order hoop. Life was grossly unfair, not to mention illogical! (My particular grievance was with those who patiently explained why my panaceas wouldn't work without countering with their substitutes to reverse the rails' declining market share and return on investment. Or were there none? No, no—perish the thought.)

The scene wasn't black and white but gray. We rejoiced as Staggers Act degregulation passed, Stanley Crane pulled Conrail out of the red, Graham Claytor improved Amtrak's operating ratio, coal poured out of the Powder River Basin on unit trains, all those Chicago, Central & Pacifics and Gulf & Mississippis offered an alternative to abandonment, CSX introduced an intriguing organization chart. But the truckers seemed unconcerned, the *Wall Street Journal* expended more ink on Frank Lorenzo than Richard Bressler, and my broker never recommended a railroad stock because it was a railroad.

I'm waiting, patiently (oh, how we learn patience in train-watching!), for a top-level railroader to take the rostrum and declare that his industry is here to stay. For the right reasons. Not because he's purchased nonrail assets to iron out the cyclical curves of transport, not because he's bought a barge line to surrender his traffic to at the nearest river, not because he's skeletonized his property to exist on the sand and gravel and garbage tonnage nobody else wants. Rather, this latter-day Ned Harriman must convince you and me, all of our persuasion (and most importantly, the Real World), that he has rediscovered how to run trains as they were once run—productively and profitably. Which is to say, that he intends to exercise his birthright. Go tell it on Saluda and Sherman and Siskiyou.

Keep the faith, Freeman.—DAVID P. MORGAN.

DAVID P. MORGAN, 60, joined TRAINS *in June 1948, retires from the staff with this issue, intends to watch Soo Line (CMStP&P to him) trains with his wife Margaret from the balcony of their Elm Grove, Wis., apartment.*

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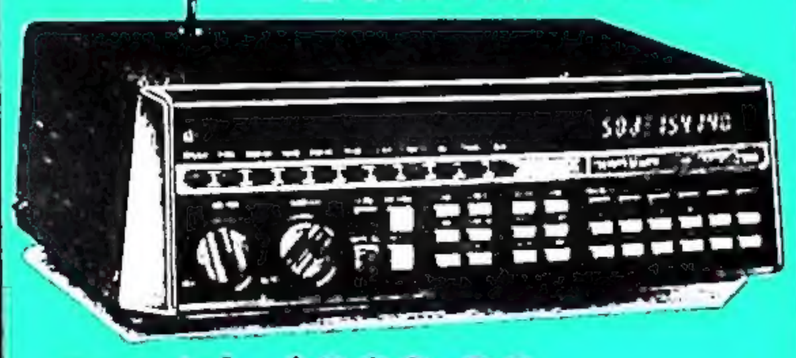

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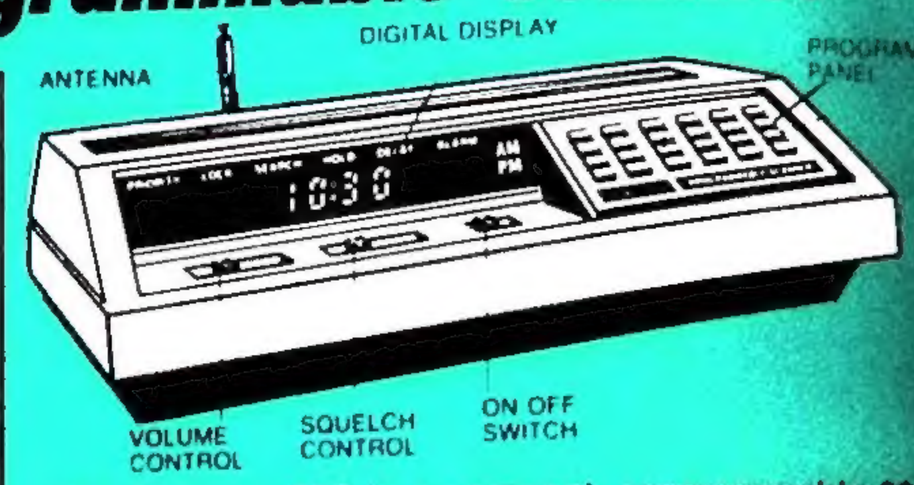

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